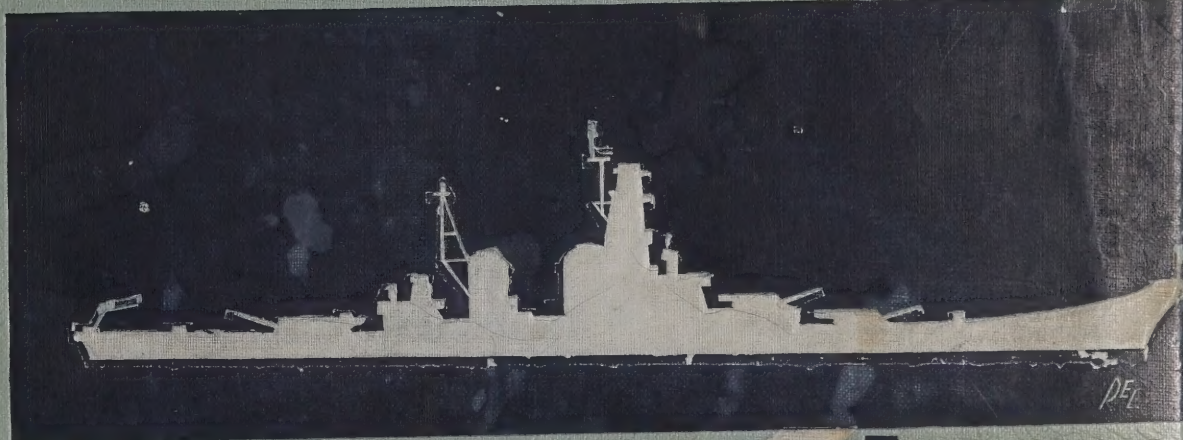


U.S.S.

Iowa



1951 • 1952



STANGE

Property of
Andrew J Rausch
Chief Machinist
U S Navy

...cruise book - u.s.s. iowa



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Tokyo, Japan

Our Ship...

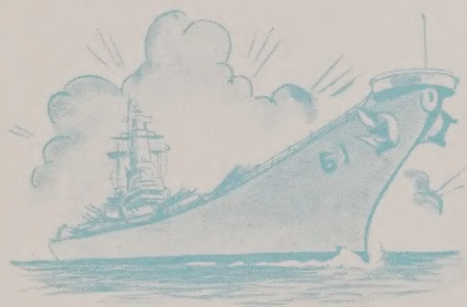


These pictures and reminiscences preserve in print our memories as a fighting ship of the United States Navy during the first year of our resurgence from the mothball fleet.

This ship has been our home for a year and more. These are our guns, that have pounded the enemy on his home soil and made him feel the might of our United States. On this ship we met, sailors old and new, from fleets and training stations, and formed ourselves into a working team together. And as we go our ways to other ships and stations, our Korean Cruise ended, we go in the pride that on this mightiest man of war afloat we have served as man-of-warshipmen in the old tradition.

There is no ship that sails the seven seas whose guns are mightier than ours. No ship afloat has engines more powerful than ours. No battleship in the world has greater ability to withstand punishment and survive than we. But these proud things are less important to us than our sure confidence that in no ship of our Navy could we find better shipmates or a finer spirit.

This is our ship!



The IOWA is silhouetted in Wonsan harbor against a North Korean backdrop. This photograph was taken from on board USS CABILDO (LSD 16.) IOWA was called to the scene after CABILDO was hit by enemy gunfire.





Foreword

A man-of-war is many things to many people.

Men who follow the sea have feelings about their ships that landsmen cannot understand.

For a ship is a hard mistress. She carries you off to distant lands, far from those you love.

She demands unceasing attention, day and night, fair weather and foul. She keeps you up half the night on watch, then drags you to pre-dawn battle stations. She bakes you in the fireroom, and freezes you on lifebuoy watch.

She's a perverse creature, with little softness to her.

But she has another side, that comes out on certain evenings, when the sun has set and the soft glow of twilight hangs over the sea. You sit topside in the cool night air, and spin tales with your shipmates in the quiet hush about you. Beneath your feet you feel the faint throb of her powerful engines, driving her sleek hull through the long rollers—and every now and then she flings a careless breath of spray into the air to mist across your face. Somewhere nearby a guitar strums softly. Above you towers the massive foremast, its bulk softened by the night, shadowy against the stars.

When she's in that sort of mood you wouldn't trade her, with all her unreasonable ways, for anything else in the world.

That's how we feel about the IOWA. We've polished her, painted her, nursed her through a thousand troubles, and she hasn't thanked us yet. But she's taken us places, and showed us things, and made us a lot of friends we'd never have met if it hadn't been for her. And taking the good with the bad, she's been the best ship in the United States Navy!



U.S.S. IOWA BB-61



Dedication

To the crew who manned the ship before us

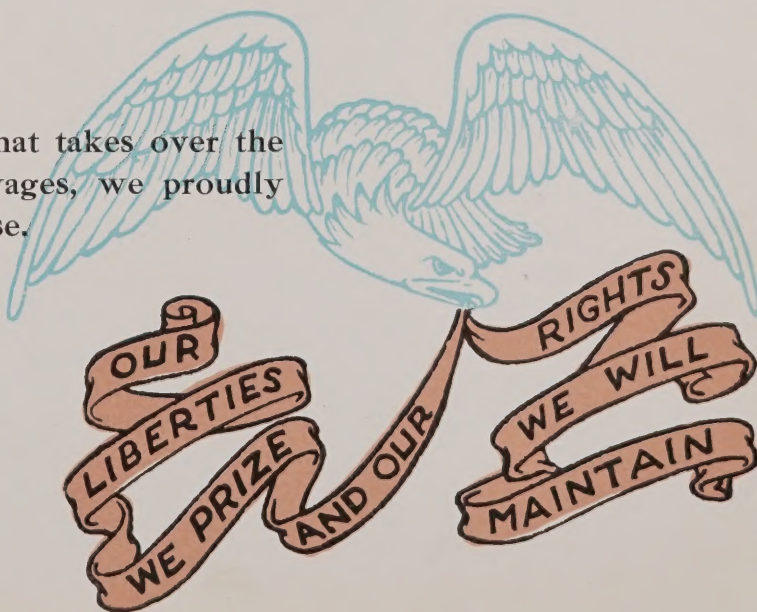
To our comrades-in-arms who fought on the beach

To the aviators who battled in the skies over Korea

To our shipmates, who helped us with our work, loaned us money, and made our hours pleasant during the long days away from home

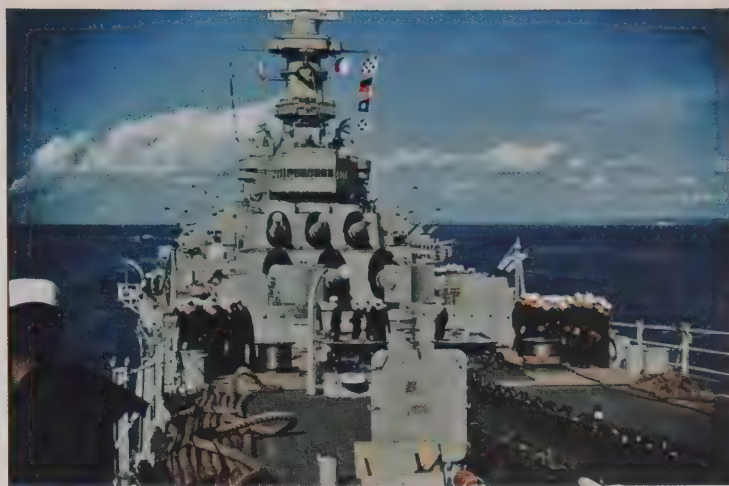
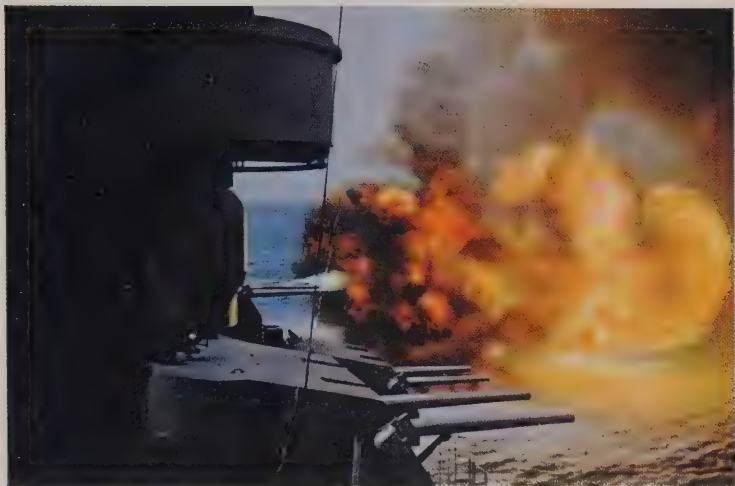
To our wives and sweethearts, who were always in our hearts when we were apart

. . . To all of these, and to the crew that takes over the great ship from us to sail on future voyages, we proudly dedicate this book, the story of our cruise.



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U.S.S. Iowa



KODACHROMES
BY OPIE



Captain William Renwick Smedberg, 111, usn

August 25, 1951—July 29, 1952



Captain Smedberg, an old destroyer sailor and former naval aide to the late Secretary Forrestal, left duty at the Naval Academy to take command of the IOWA when she was recommissioned. He said of her, "She's the best command I've ever had, or ever expect to have," and he put everything he had into the task of bringing her back to fighting trim. He was a friend to every man in the ship, and the warmest wishes of all hands go with him to his new duty as Chief of Staff to the Commander, Destroyer Force, U.S. Atlantic Fleet.

Captain Cooper, a former destroyer Captain and destroyer Squadron Commander, came from duty at the National War College to assume command in Yokosuka on 29 July, 1952. At the change of command ceremony he told the crew, "I have watched your drills and inspected your ship, and I like what I have seen." He took the IOWA on her last two Korean patrols, and then brought the veteran home to the United States for rotation and overhaul. His pride in his ship is evident, and under his command the IOWA has continued to increase in battle efficiency.



Captain Joshua Winfred Cooper, usn
July 29, 1952—





u.s.s. iowa

History

"The Mighty I," "The Gray Ghost," and "The First Lady of the Seventh Fleet" are nicknames given by thousands of fighting men to one of the mightiest ships afloat, the fourth IOWA in naval history. Authorized by Congress in 1939, she was commissioned on Washington's Birthday in 1943, at the Brooklyn Naval Shipyard, under the command of Captain John McCrea.

The first IOWA, a 3,200 ton gunboat, dates back to 1864. The second, an 11,000 tonner, fired the first shot at Santiago Bay in the Spanish-American War, and took the Spanish admiral prisoner. She met her end as a target after World War I, with a 21-gun salute as she sank. The third IOWA, to be almost as large as the present one, was cancelled during construction under the Washington Treaty.

The present IOWA put to sea in August 1943 for her first war assignment—the dramatic "Tirpitz Watch," neutralizing the threat of that famous German warship which was poised in Norwegian waters. In November she carried Franklin D. Roosevelt on one of the sea voyages he loved so well, to Casablanca enroute to the Teheran conference. And in January 1944 she joined the Fleet fighting in the Pacific.

The IOWA received her baptism of fire at Kwajalein and Eniwetok. She made the first raid against Truk, great Jap base in the Carolines. Her first battle scars came in the Marshalls bombardment. And when Task Force 58 gathered its growing might to support the pathway of invasion, she was there. She was in the famous Marianas "Turkey Shoot," in which 402 of 545 enemy planes were shot down with negligible losses. She was in the heavy ship battles of the Philippine Sea. And in August 1945 she steamed victoriously into Tokyo Bay.....

The war was over. The battle was won. There was no one to speak for the great battleship now, and the money to pay for her keep wasn't forthcoming. In the economy summer of 1948 the bitter decision was reached to mothball the mighty veteran. On March 29th, 1949, her inactivation was completed, and she was laid away amidst a silent company of dead ships in San Francisco Bay.

We can sense the inarticulate sadness of the old IOWA crew, as the big ship grew cold and silent beneath their feet. Men can't sail a ship into battle, live on her twenty-four hours a day, make her their home and their life—and then just leave her one day without a backward glance. When the bugle sounded the final quarters, there must have been lumps in many throats, and many an eye must have misted. As they abandoned her to what seemed her final graveyard, they tried to put it in words with these inadequate last lines penned in the ship's Log:

"We, the ship's company, leave the IOWA with this parting thought:

"The Great Ship rests, but never dies."

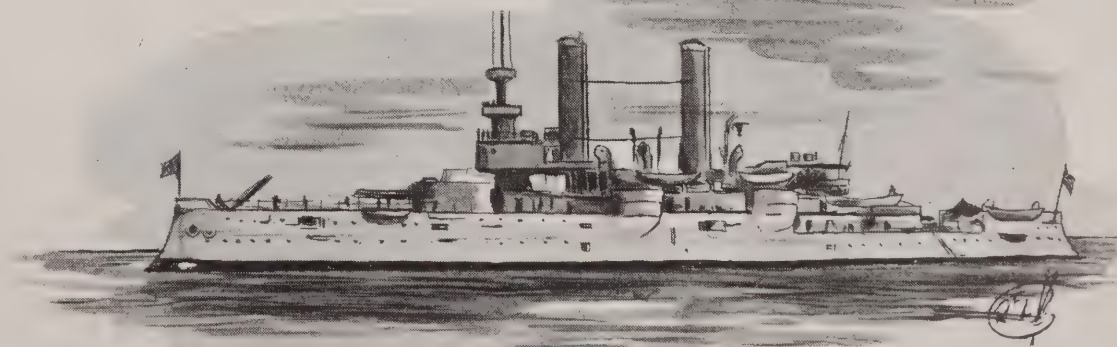


June 1950.....and the brazen war gongs of Korea clanged across the Far East. Seven thousand miles away, in San Francisco Bay, the slumbering giant stirred, awaiting the call to arms. Her sisters, the NEW JERSEY and WISCONSIN, were called, and sprang to arms; but in the graveyard fleet idle ripples still lapped the IOWA's motionless hull.

In July 1951 came the eagerly awaited call: the IOWA was needed!

Officers and men poured in from across the country and around the world—some from the fleet, some from shore, some back to harness from civilian life. But the great bulk came from towns and farms all over America—new recruits eager for their first taste of the sea.

The advance guard removed the dehumidifiers, and stripped off the cocoons. They relighted the dark compartments, and blew fresh air through the murky holds. The bulk of us didn't hit the empty decks, our footfalls echoing through the silence of two and a half years, until August 20th. Late that evening a transport pulled alongside, gangplanks were laid across, and the first contingent of eight hundred men boarded their strange new home.



Mishaps were many that first night. Toilets failed to flush, then unaccountably ran over. Some of us ventured short distances from our bunks, and were lost. Compartments grew unbearably hot, then chilly and drafty. Orphaned seabags drifted into hidden corners, and couldn't be found. But here and there sprang up homely touches that dispelled the strangeness. A few lonely coffee pots appeared, warming hearts and stomachs with their cheery bubbling. A galley detail was mobilized, and started throwing together sandwiches for a midnight snack. Someone broke out a movie projector, and willing hands rigged a movie screen on the main deck aft. The Boatswain made a fast inspection of our disorder, growling ferociously, and everyone smiled happily. And over all the confusion was the warm sense of a ship coming alive.

Five days later, on the morning of August 25th, the Commander of the San Francisco Group, Pacific Reserve Fleet said "Captain Smedberg, I place the IOWA in your charge." The Captain replied, "I assume command," and ordered the Boatswain to set the watch. The Gray Ghost was alive again.

history

There was much work to do. Guns were unlimbered and cleaned of preservative. Huge reduction gears, milled to a jeweler's precision, were flushed out with loving care. And as the myriad machines started, one by one, the ship's hidden pulse started its indefinable beat. On September 17th, less than a month after our transport arrived, we steamed proudly through the Golden Gate on our successful engineering trials.

We went through the rugged miracle that transforms raw lads from the farm into a trained man-of-war's crew. It was a dragging grind of endless training. Drill, drill, and drill some more—until we wanted to chuck the whole deal. Over our heads, increasing the pressure, hung the knowledge of the disasters that awaited a mistake. An instant's relaxation in a boilerman's vigilance could wreck a boiler and set us back priceless months. A careless spark could touch off a powder magazine and kill us all.

So the training went on. And then one day things started to click. For weeks there was no noticeable progress, and suddenly everything fitted together and made sense.

We had a ship!



Recommissioning Ceremonies



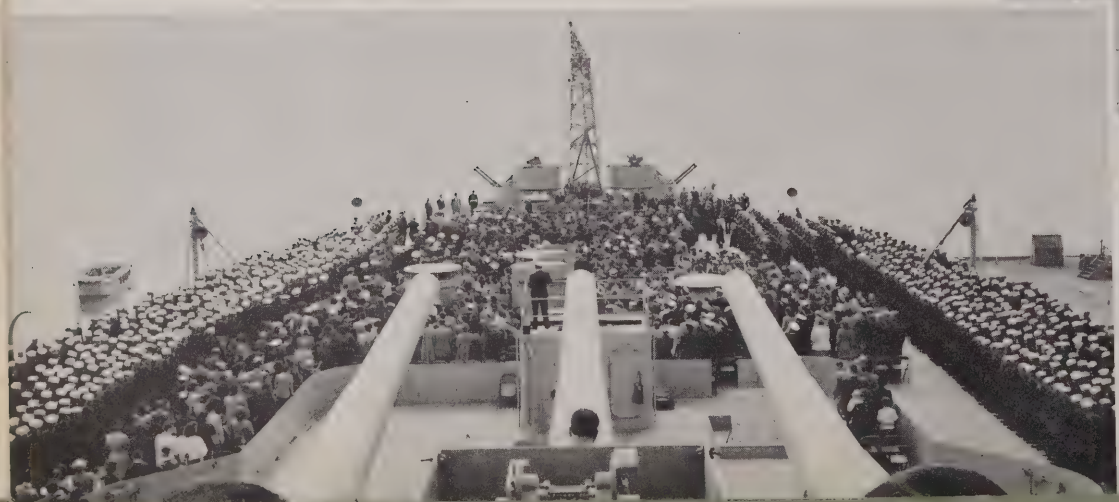
".....To my officers and men I want to say that I accept command of this ship with great pride, a deep sense of responsibility, and full appreciation of the tasks that lie ahead of us. Although this ship is my responsibility, it is not my ship alone. It is ours; yours and mine. Each one of us will have specific responsibilities. If we carry out those to the best of our individual abilities we will produce, and be a part of, one of the most powerful fighting units in the world...one on which our Country can depend with pride. Every officer and man standing here in front of me is important to this ship, to me, and to the rest of his shipmates. Let us resolve together, with God's guidance, to restore IOWA to her place high among the great fighting ships of history. If our Country feels that we must fight again, this ship is going to be ready. If we are strong and ready in these United States, there may be no war!"

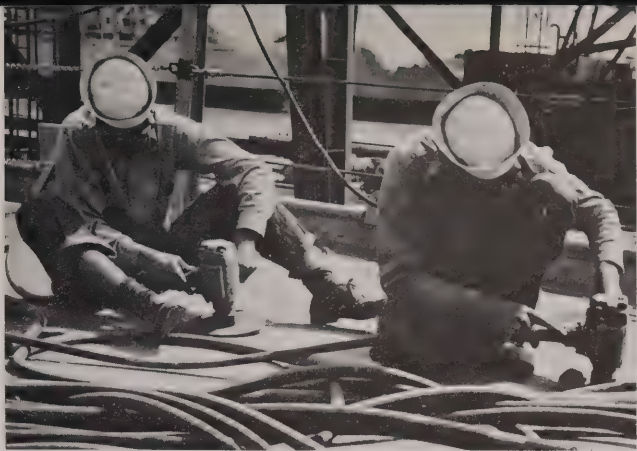


RECOMMISSIONING



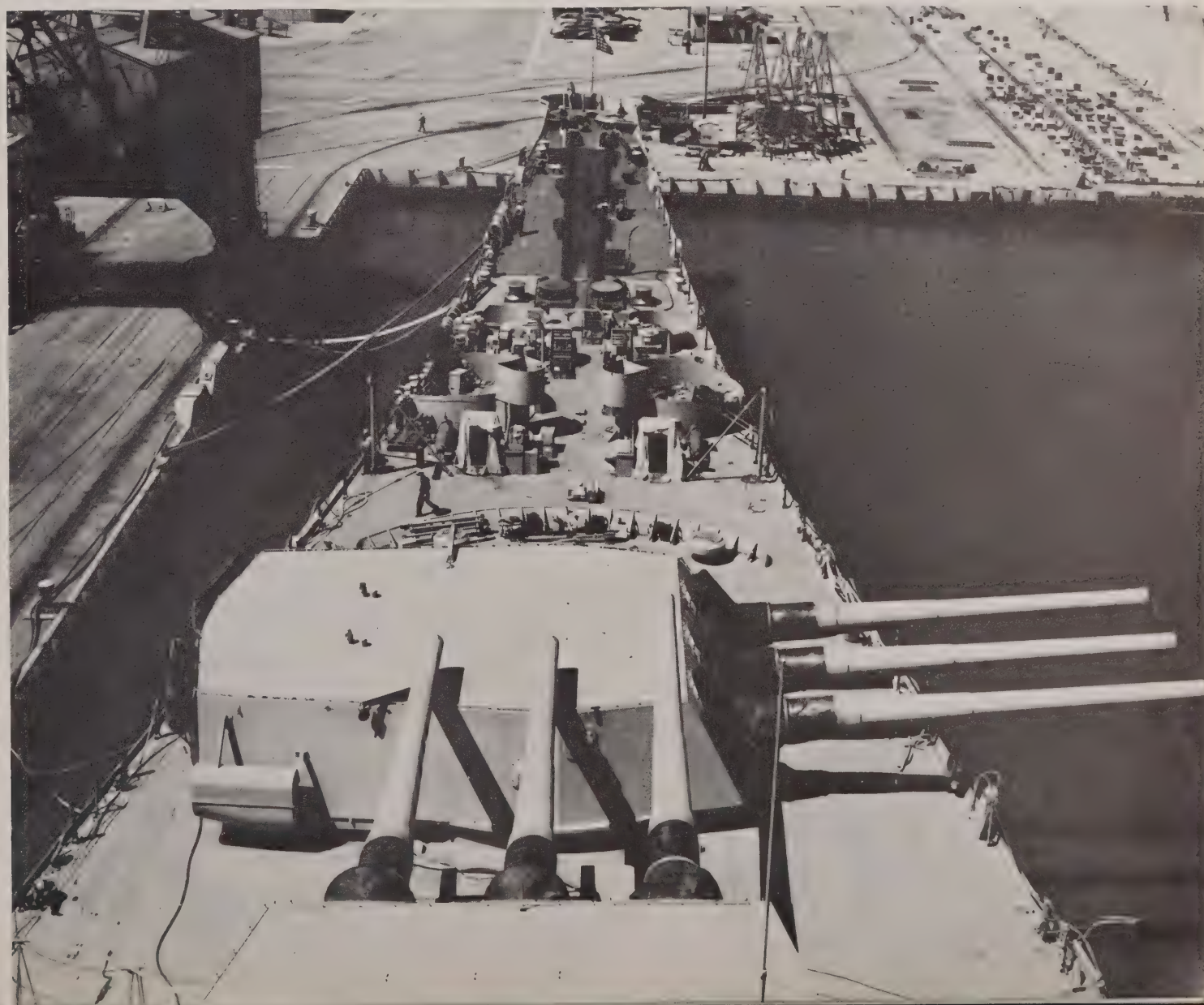
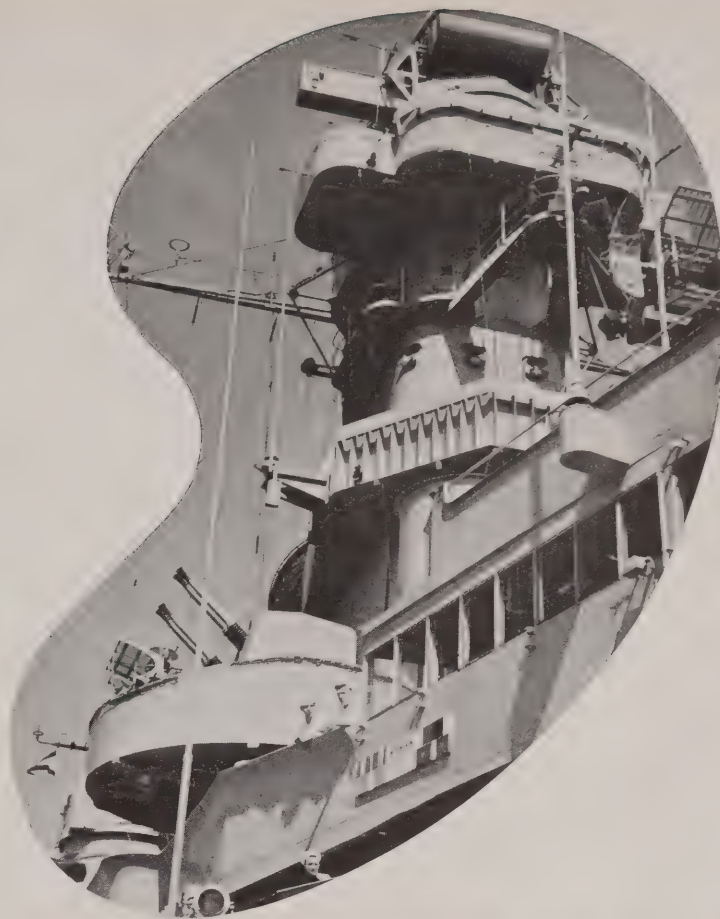
U.S.S. IOWA





".....a woman is a sometime thing."

And in the words of the old song, a ship, too, is a sometime thing. Take your attention from her for awhile, and you must coax her back with all your wiles before she will be like she was before. We learned the thousand things we needed to do to a mothballed ship, before she would be fit to put to sea again. And little by little we got them done.



We learned what a queen of the seas looks like when she's helpless in drydock with her bottom exposed. We checked out the tangles of electric cable—miles of it, and all a mystery to us! We stripped the dull preservative paint from the decks with the granddaddy of all vacuum cleaners, laying bare the gleaming teak beneath. We ground and scraped and chipped off tons of tired old paint, just so we could turn around and put on some more.

And finally, though we never thought we would, we got the job finished.





Commander Charles Robert Stephan, usn
August 25, 1951—



The Vice-President and General Manager of a seagoing corporation—that's Commander Stephan's job as Executive Officer of the IOWA. A wartime destroyer skipper, his last job before coming to the IOWA was with the Pacific Fleet Training Command, which helps to explain the outstanding job he did of organizing our training so that we passed our underway training inspection with flying colors. The "Exec" has a solid reputation for fairness and understanding—and much credit for the IOWA's success is due his unfailing consideration for the crew's welfare.



return from first trial run

"The recommissioned IOWA lowered and raised her anchor successfully, and her 212,000 horse-power engines purred for seven hours without a hitch, on her first day's successful trials,"... So said the San Francisco papers when we grabbed them up on our return to read all about us. We didn't know how fortunate we were that day. The gods smiled on us, and lady luck rode our throttles, and between them they held off any breakdowns until we were experienced enough to handle them. That first day we barely knew how to find the engineering spaces. And when we saw that beautiful Bay Bridge pass overhead, on our way back to the barn, it looked good!



underway training

.....at last we left San Francisco Bay, and set our course for San Diego and the Underway Training Command.

We knew we'd need to brush up on a few things before we'd be ready for combat duty, but we didn't suspect how much we had to learn until the gravel-voiced U.T.E. observers began taking us apart. We had it coming to us, though—and after a couple of frantic weeks under their critical scrutiny we began to polish up our evolutions until they started looking smart.



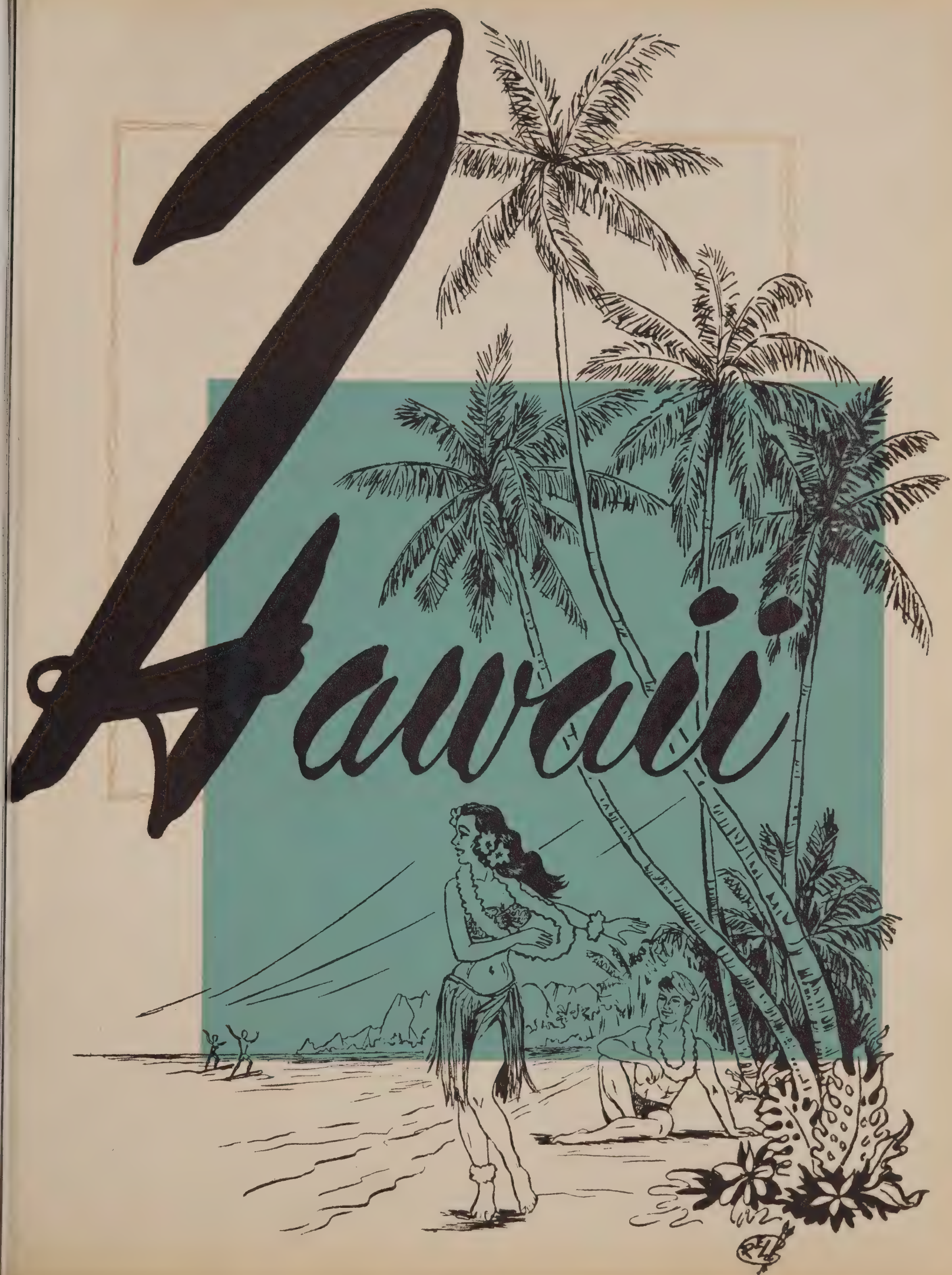
underway training



When our Battle Problem was finished, and we were feeling low about all our mistakes, the sourpuss observers started cracking a few smiles. Then they told us—only ONE recommissioned ship, of all they had put through training, thus far, had done as well as the IOWA!

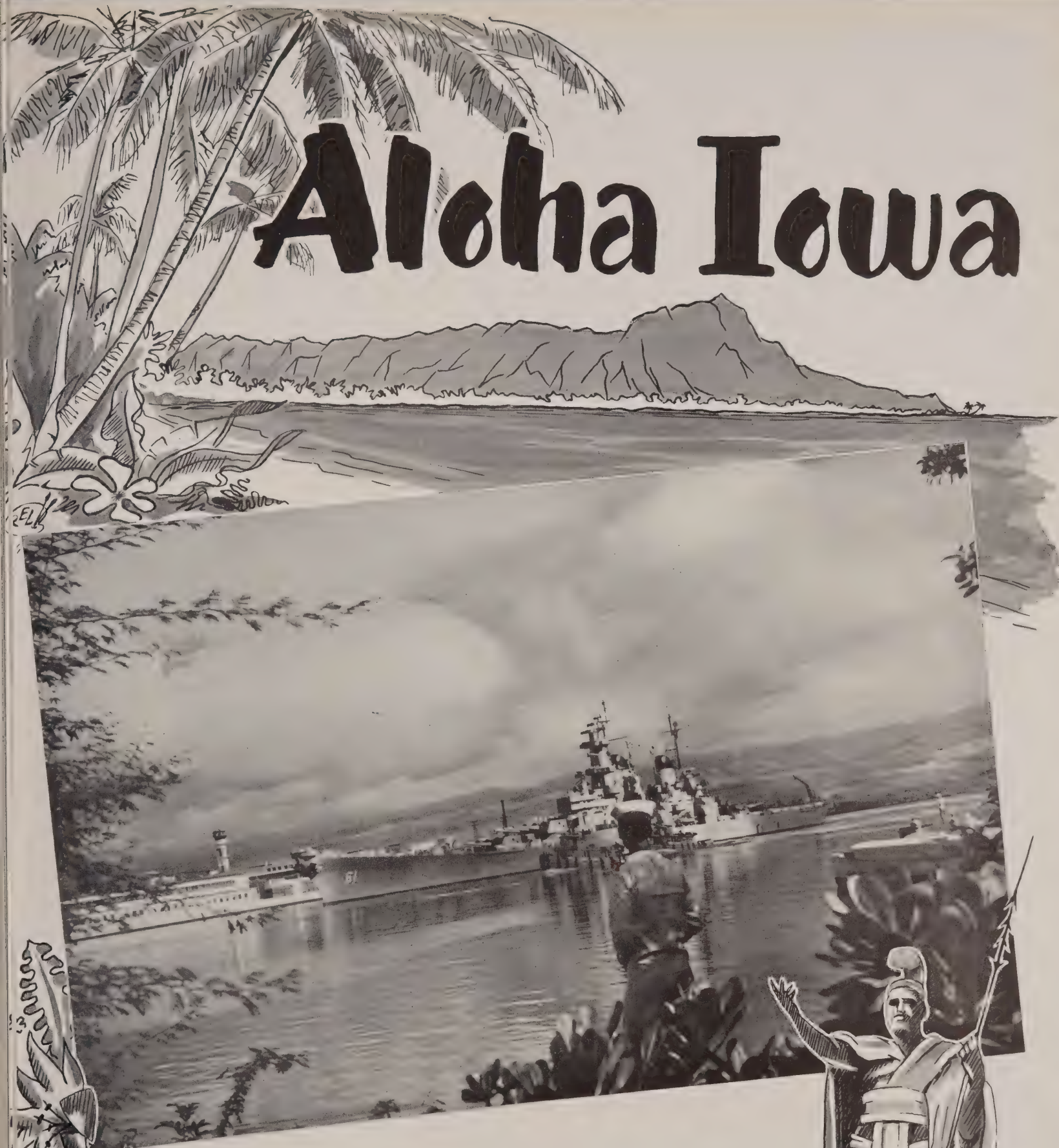
The welcome news was music to our ears. One more hurdle was well cleared, on our road to the Korean theatre.







Aloha Iowa

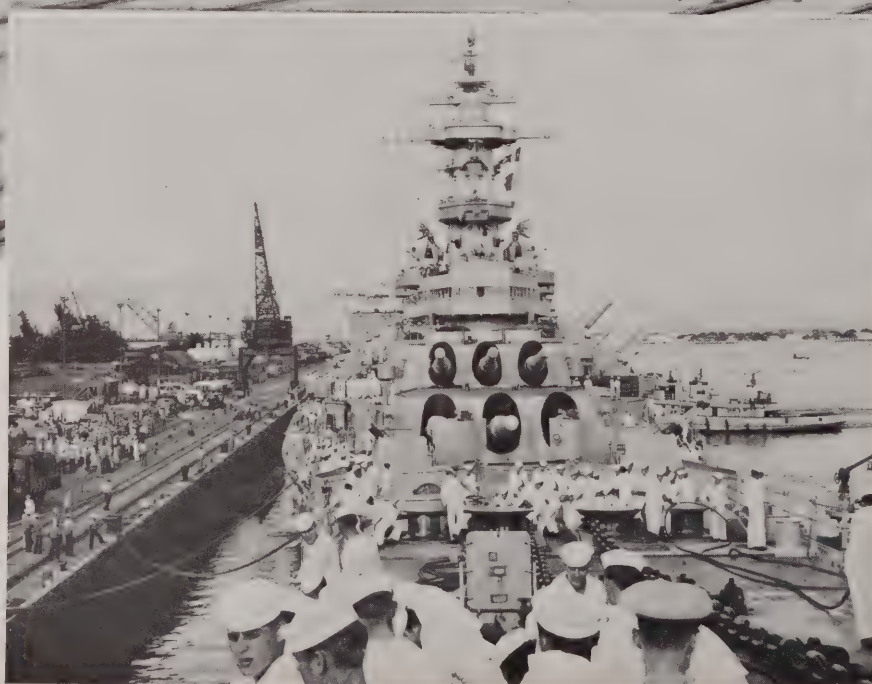


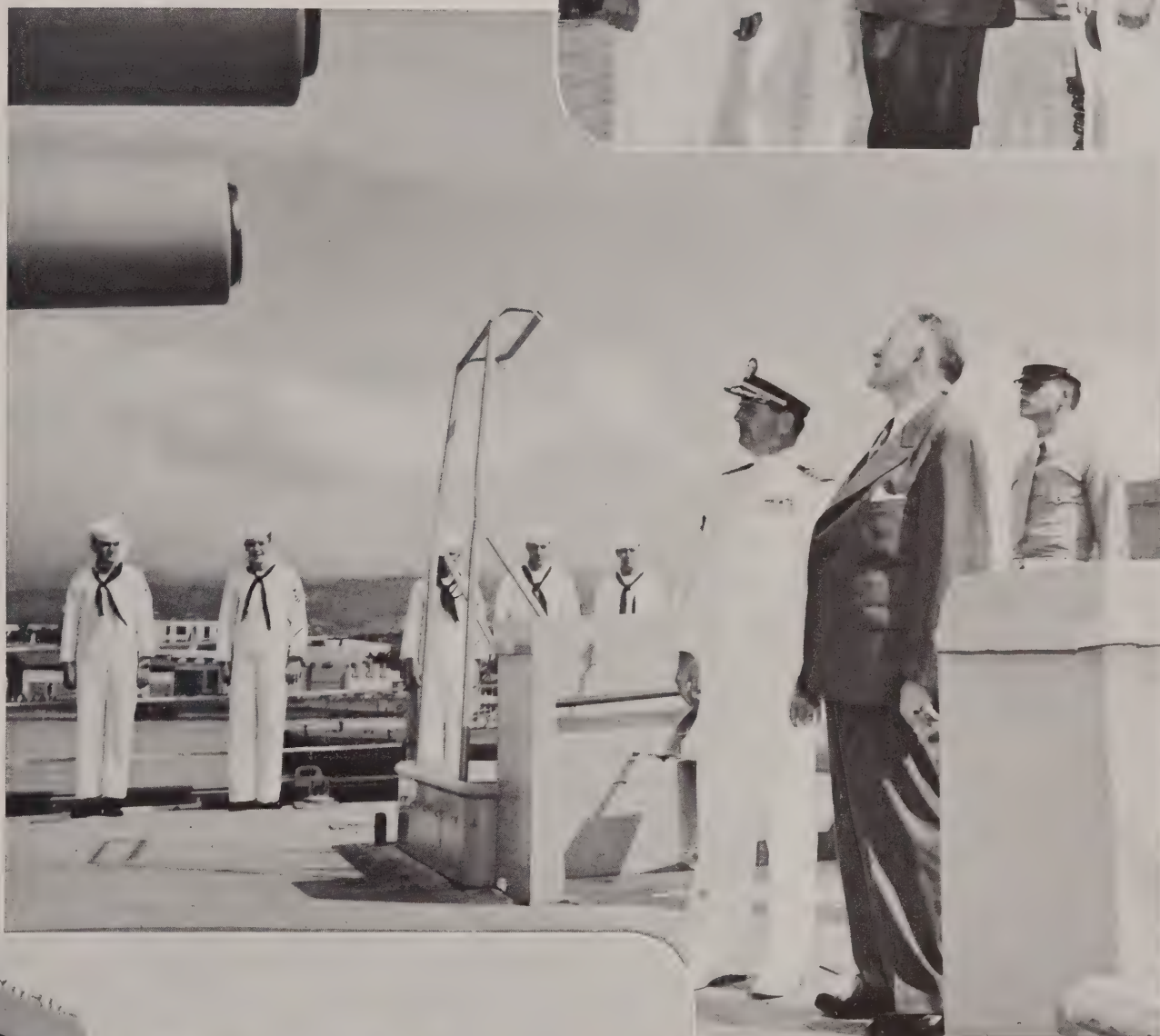
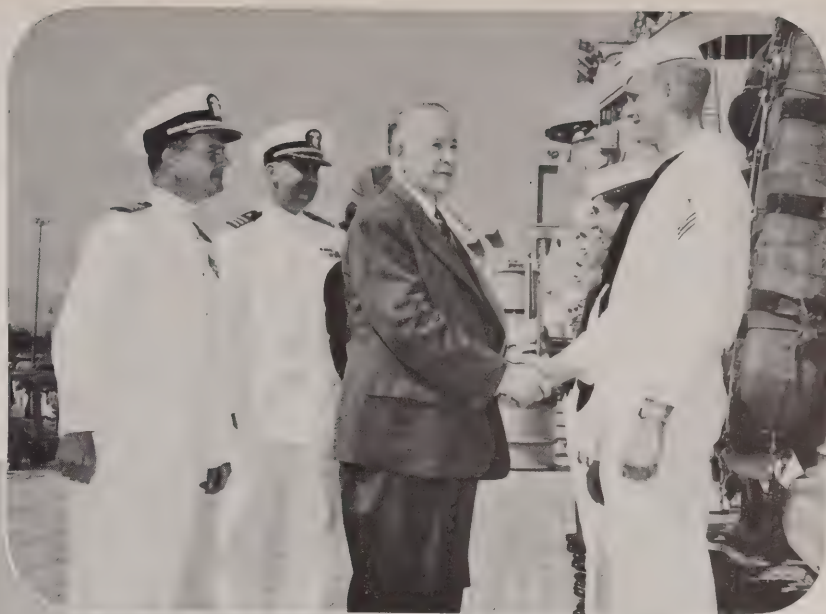
Pearl Harbor bade us Aloha, when we called
there for liberty and recreation on our shakedown
cruise. The nights were balmy, the trade winds
blew in cool across the ocean,
and the music of the hula sang
sweet in our ears. Hawaii took the IOWA to
its heart, and made us welcome.



...aloha iowa

We donned our gleaming whites in honor of Hawaii, and the hula girls put on their grass skirts and pikaki lies to greet us as we pulled in. Some of us saw the Islands for the first time; others were renewing an old acquaintance—but all of us fell under the magic spell of Hawaii.



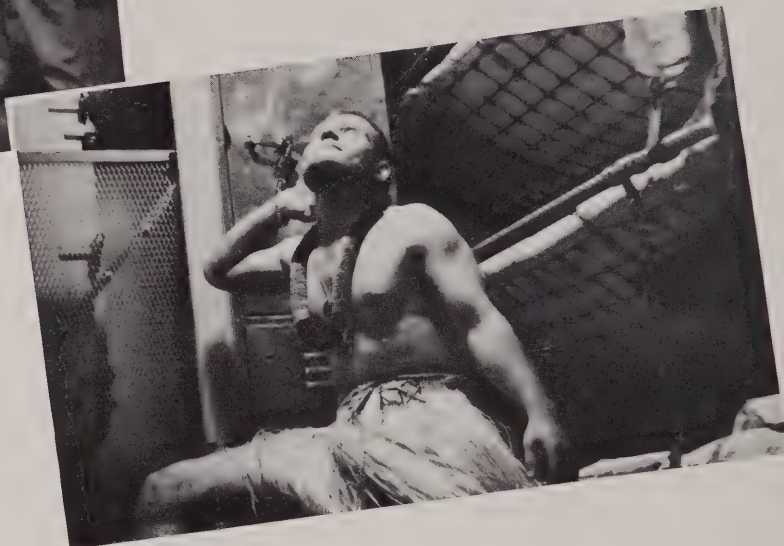


Vice President Barkley honored us with an impromptu inspection—and shook the hand of every man who hailed from Kentucky!



...hawaii

**... Land of enchantment and
beauty ...**



**Some of us found a little time
for the lighter pursuits.....**



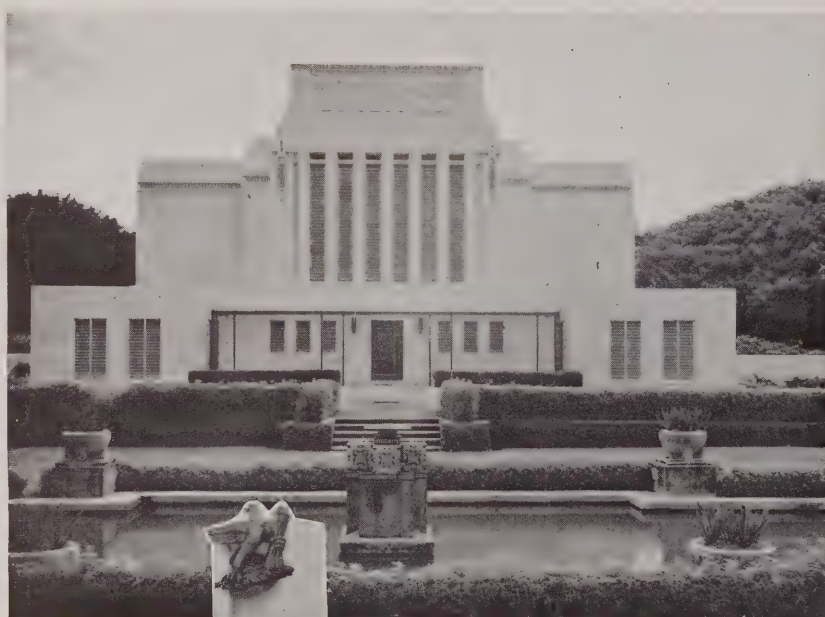
... Four heads are better than one ...



We played host to the Secretary of the Navy, who paid tribute to our returning strength, and told us what the country expected of us. We listened in silence, and hoped we would measure up.

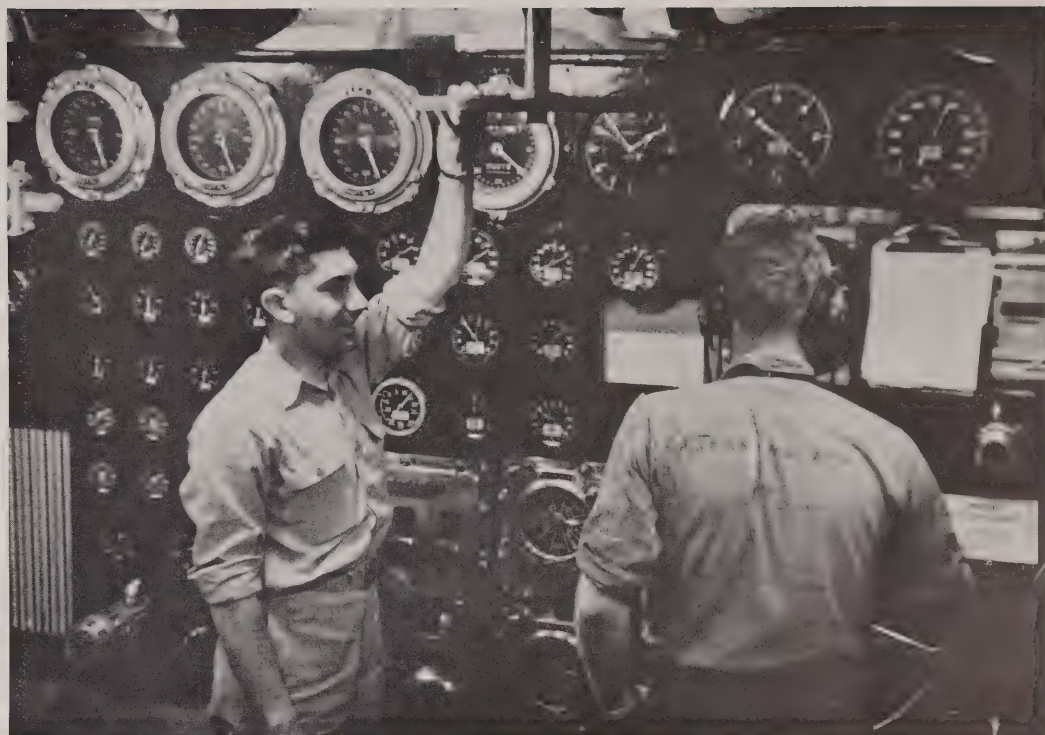


.....Some of us took in the enchanting scenery that was everywhere around us. The strangeness and beauty with which their shrines were constructed made us pause a moment in reverence.....

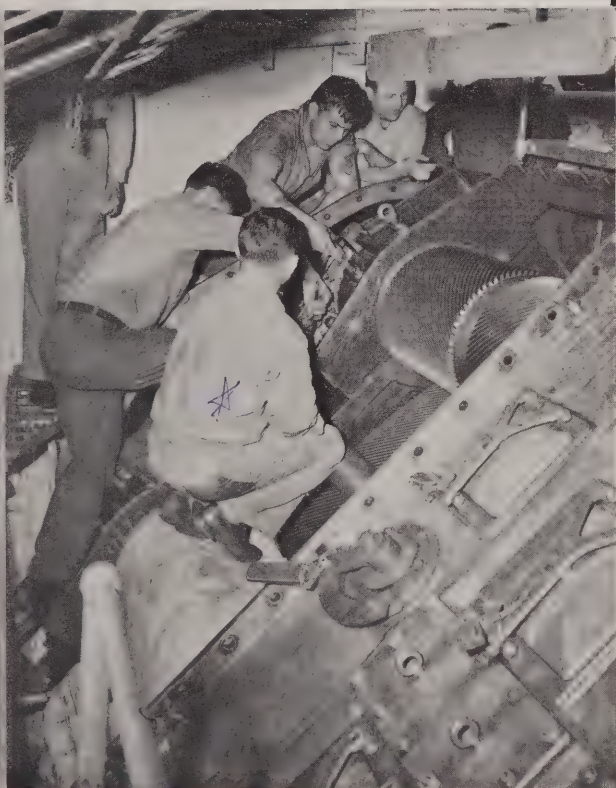


return to long beach

Another small triumph came our way on the trip home, when we renewed a damaged main reduction gear bearing underway, and went on to hold a successful power run.



Each such success gave us more confidence that the IOWA's crew could handle any emergency that arose.



MY DAD



return to long beach



Home again—and in time for Christmas! The short absence on shakedown gave us a taste of what our Korean cruise would be like. We tried not to think about it, but just to enjoy the reunion with our families and sweethearts waiting on the pier when we pulled in.





...christmas party

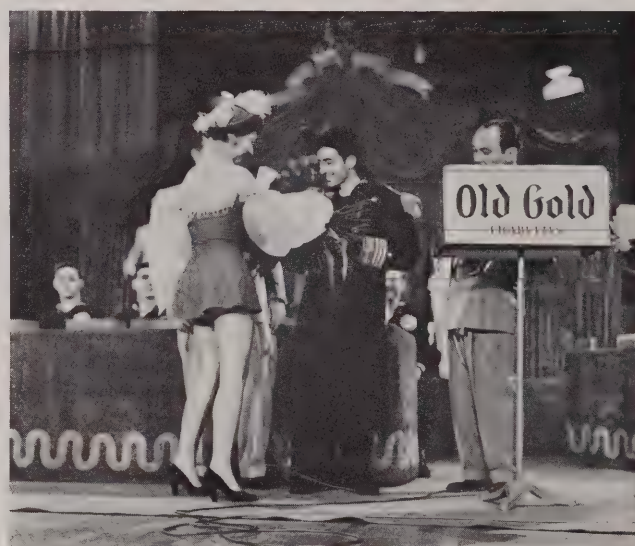
Santa Claus took over the IOWA for his one day in the year, with a free gangway for the children. They climbed the ladders, lost themselves in the bilges, and tried every piece of equipment they could set in motion. But we didn't mind—it was Christmas!



For the first time in our brief history we enjoyed a promotion of one of our crew—from Fireman to Admiral. It was only for a day, but for that glorious twenty-four hours C. O. Johnson, ICFN, was recipient of all the honors that the Old Gold Radio Show could bestow. The master of ceremonies fitted his full dress uniform...a bevy of lovelies waited on him hand and foot...and he was boss man of the outfit. It was short and sweet—but oh, man, while it lasted.”



ADMIRAL FOR-A-DAY



open house

When our overhaul ended, we played host with an Open House for our friends of Long Beach Naval Shipyard, in memory of an outstanding overhaul.



st. patricks day party

A sailor's life is not all sailing and seafaring. Sometimes he comes ashore....
....and when he does, he likes to throw a party, like the Saint Patrick's Day frolic we staged on the Wilton Roof. We had to twist the calendar a little, but Saint Patrick it was, and all the spalpeens brought their colleens to see the fun.



....When the Captain arrived,
the applause almost brought
the roof down—remember?



Everybody knows sailors make the best dancers.

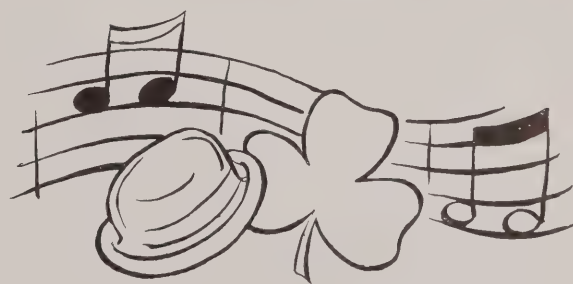
...st. patricks day party



If you can't find
yourself in this
picture



Maybe
you're in this one



"....And when they had it finished,
Sure, they called it Ireland!"

departure to far east



.....And finally the day of parting was here.

enroute japan

We were on our way at last. Enroute to the Far East, the seas stiffened a bit, and the mighty IOWA plunged her snout into the rollers. Down she went, burying her forecastle in the sea, then up again, shedding the water like a grampus.

Then the seas calmed, and we came up on the same forecastle, now dry and still, to lie on deck in the lazy evenings and watch the setting sun.



arrival in japan



The buoy was waiting patiently for us, when we steamed into Yokosuka Harbor in March 1952, ready to relieve the USS WISCONSIN and take up our duties with the Seventh Fleet.



On a clear day, we could see Fujiyama from our mooring—or thought we could.



The IOWA returned to Japan seven years later—but this time we came in peace. And this time we could enjoy the beauties of this picturesque land of the rising sun.

relieving wisconsin



The Seventh Fleet is the greatest peacetime naval force in our history, and the Navy's only fleet in combat. Its ability to operate in a combat theatre thousands of miles from home, its tough operating schedule, and its nearly complete support by mobile units—tankers, supply ships, ammunition ships, tenders—make it a unique force in our peacetime history.

The Seventh Fleet served with distinction in the Pacific during World War II. With the arrival of peace, it was dissolved. It was reestablished in late 1949 to operate in the Western Pacific in support of American foreign policy and American interests. When the Korean War broke, it was a small force of 18 ships. Today it is a magnificent Armada of nearly 200 ships, the mightiest fleet that sails the seas.

Backbone of the Seventh Fleet is Task Force 77, the Fast Carrier Striking Force; its other echelons include the Formosa Force, the Logistic Support Force and the United Nations Blockading and Escort Force.

During the IOWA's tour in the Western Pacific, she served as Flagship of the Seventh Fleet.



Vice Admiral Robert P. Briscoe, usn

Vice Admiral Briscoe came to the position of Commander Seventh Fleet from Commander Amphibious Forces, Atlantic Fleet, and left with a promotion to the post of Commander Naval Forces Philippines. He has commanded a destroyer, a destroyer squadron, a fleet repair ship and a cruiser. His war record is brilliant. Since the war he has been Commander of the Operational Development Force, and Assistant Chief of Naval Operations for Readiness.



Vice Admiral Joseph J. Clark, usn

Vice Admiral Clark assumed command of the Seventh Fleet in colorful ceremonies on the after deck of the IOWA, on 20 May 1952. This is Admiral Clark's second tour of Korean duty, for he commanded Fast Carrier Task Force 77 in late 1950. A naval aviator, he won fame during World War II as a Carrier Task Group Commander. Since the war he has commanded two Carrier Divisions and served as Assistant Chief of Naval Operations for Air. He came to his present post from Commander First Fleet.



Lieut. W. J. Dalton, USN, Flag Lieutenant
to Vice Admiral Briscoe



Captain C. W. McClusky, USN, Chief of Staff to Vice Admiral Briscoe, came to the Seventh Fleet post from the assignment of Chief of Staff to Commander First Fleet. He left to become Commanding Officer of the U.S. Naval Air Station at Glenview, Ill.

chiefs of staff and aides



Lieut. Comdr. J. M. Scholes, USN, Flag Lieutenant
to Vice Admiral Clark.

Captain J. H. Ward, USN, Chief of Staff to Vice Admiral Clark, assumed his duties on July 25th 1952. He came from command of the U.S.S. BREMERTON, which he put back in commission at San Francisco in late 1951, and commanded in the Korean theatre until detached.





SEVENTH FLEET CHANGE OF COMMAND...

The IOWA crew assembled aft, and top military and civilian dignitaries from all services, including representatives from the Japanese and Korean governments, came aboard for the impressive change of command ceremonies on May 20th, 1952.

Vice Admiral Joseph J. Clark, USN, assumed command from Vice Admiral Robert P. Briscoe, USN, who went to the new post of Commander Naval Forces Far East.

The filling of these two key posts with able fighting men served notice to the world that the Navy intended to stand firm in Korea.



Korea



GUN STRIKES



general quarters



There may not be much time for battle messing, so this Marine gun crew stows it away in a hurry.



Captain Smedberg watches the Korean shoreline as a 16" shell is unleashed.



Abhh...Direct Hit!



pilot and rescue

Major Campbell, Marine observer, and Lieutenant Leathers, windmill pilot, get together on the extent of enemy damage after a flight over Korea to observe IOWA's gunfire.



"Lucky Lady" lands on main deck aft.

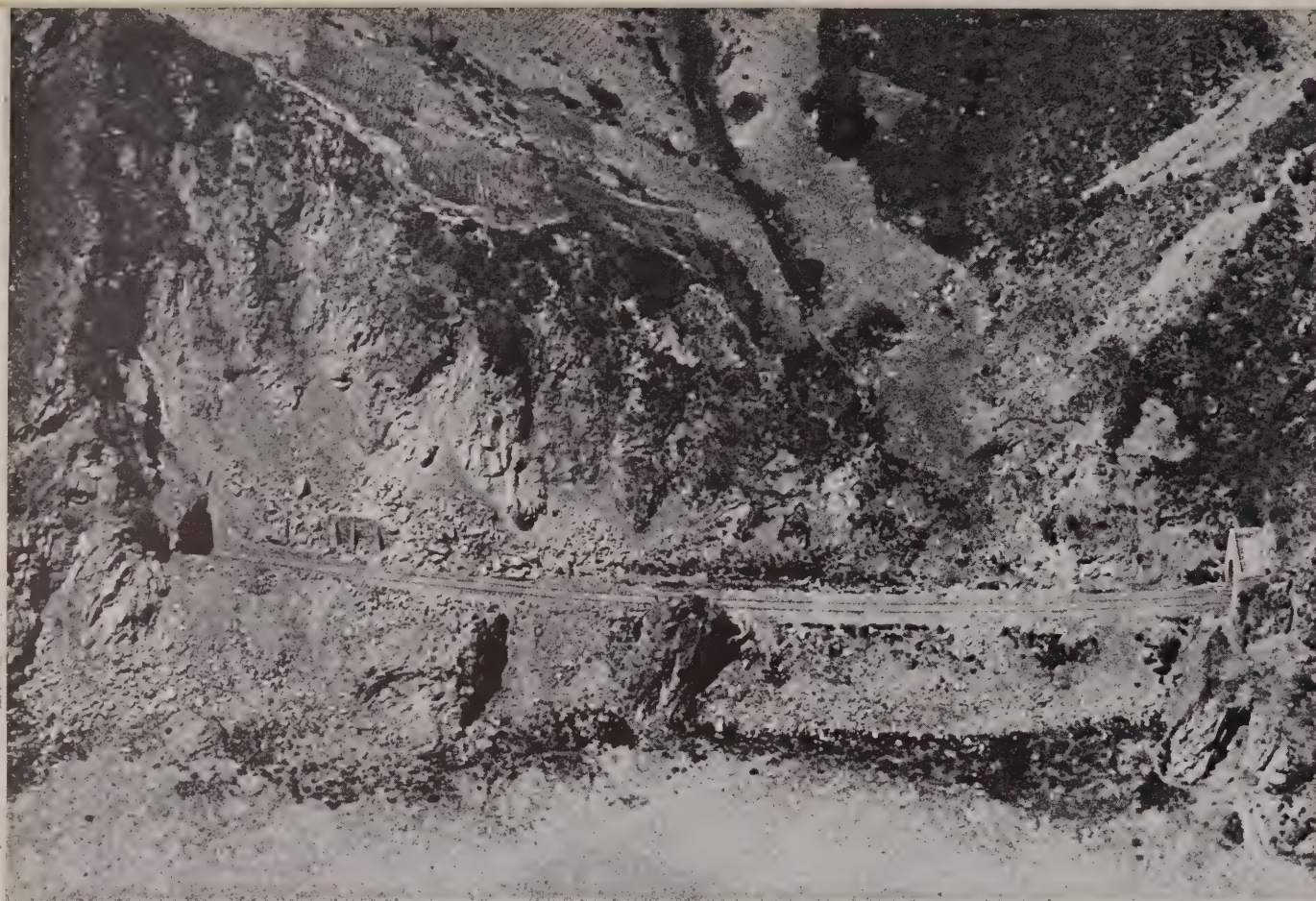


After a conference with our gunners, the Army spotter returns to the beach via waiting destroyer to call for more IOWA salvos.



Lieutenant Commander Cook Cleland, two-time winner of the famous Thompson Trophy air race, is plucked from his crashed plane at sea by the IOWA's helicopter pilot.





before

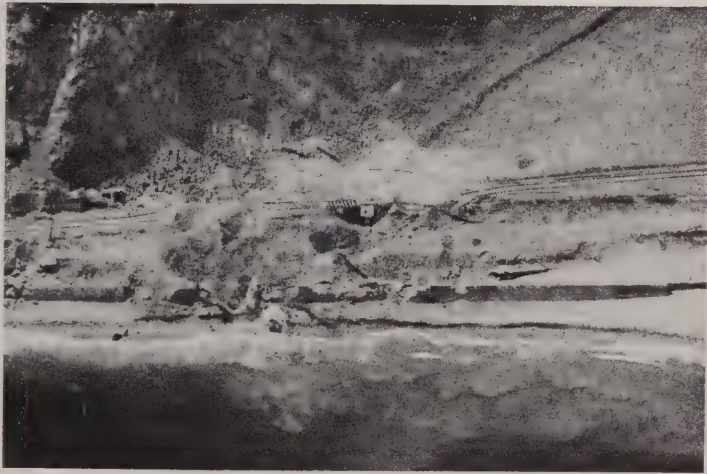


before



We always tried, with the help of our 16" guns, to leave things a little worse than we found them—especially Communist real estate.

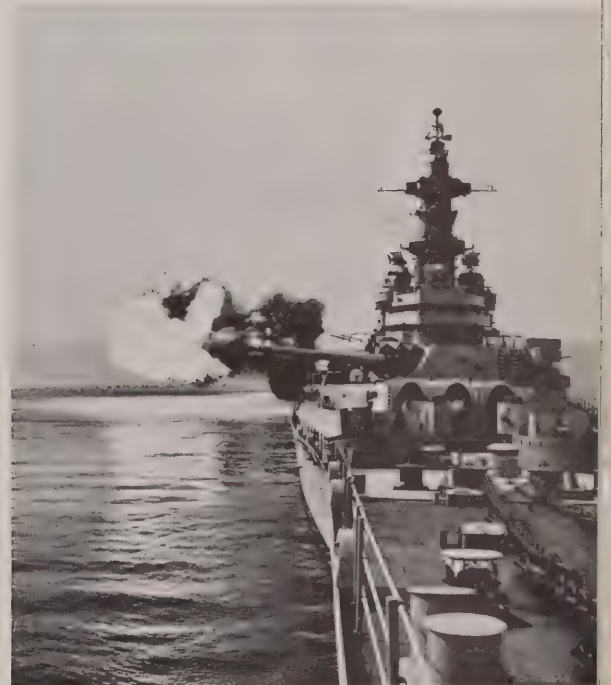
after



after



"I'VE BEEN WORKIN' ON THE
RAILROAD...."

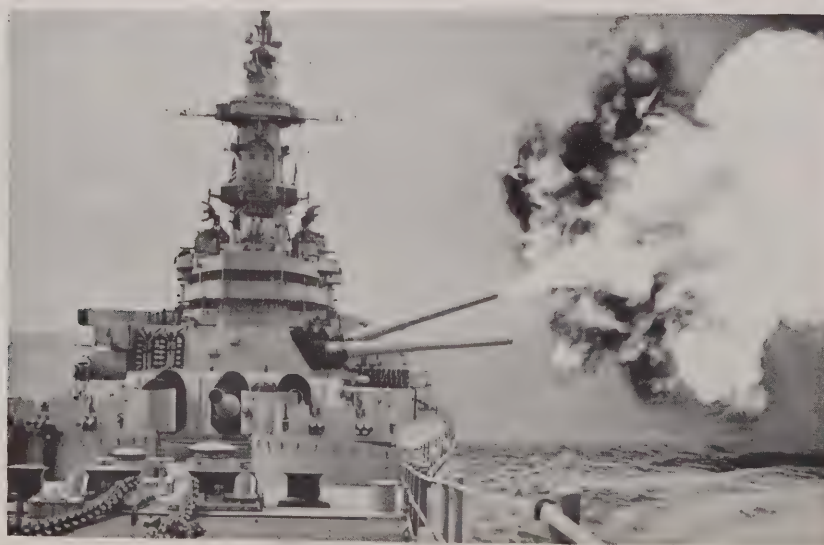




before



after



From Kasong to Chongjin, and back down again, the "Great Gray Ghost of the Korean Coast" pounded Communist targets by day and by night.

In a remarkable shot, (lower right) a 16" shell is stopped in flight, as it sped toward enemy positions in Wonsan Harbor. Other pictures show accurate results of IOWA firing.



before



after



Those long nights on condition watches...manning the guns in readiness for enemy attack. If we live to be a hundred, we'll still remember.

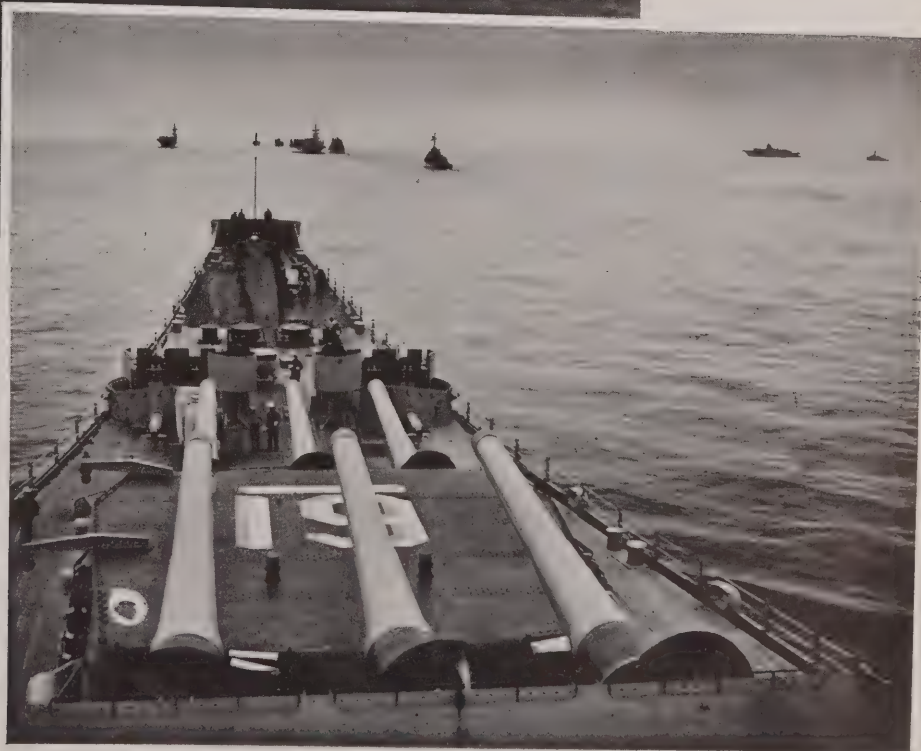


...PHOTO BY OPIE





TASK FORCE 77



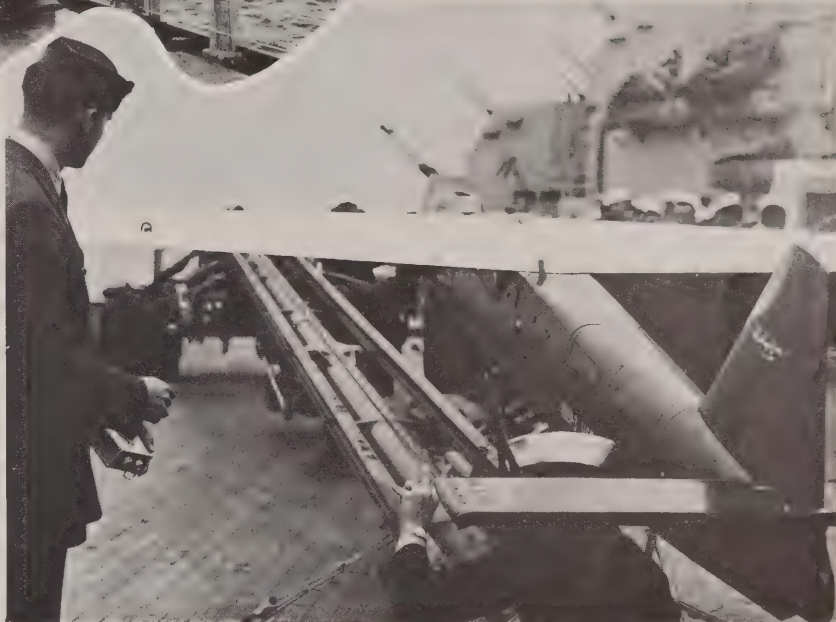
task force 77



BORN FOR SUICIDE—the radio-controlled target drones that tested our gunners' marksmanship.



The little Radioplane drone, weighing only 310 pounds fully loaded, packs 74 horsepower in its trim power plant. It can climb to 10,000 feet in just over four minutes, and its 20,000 foot ceiling will clear most skyscrapers by a good margin.

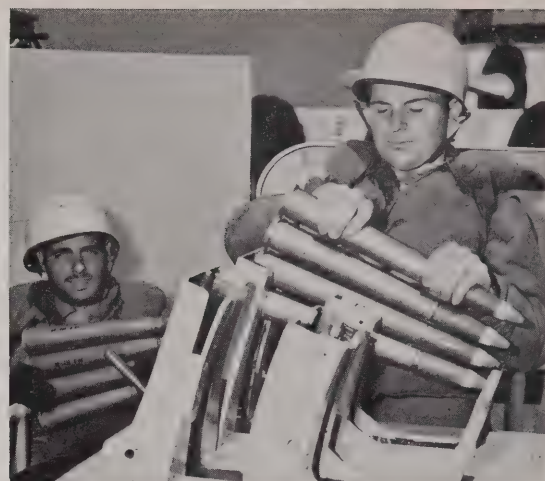
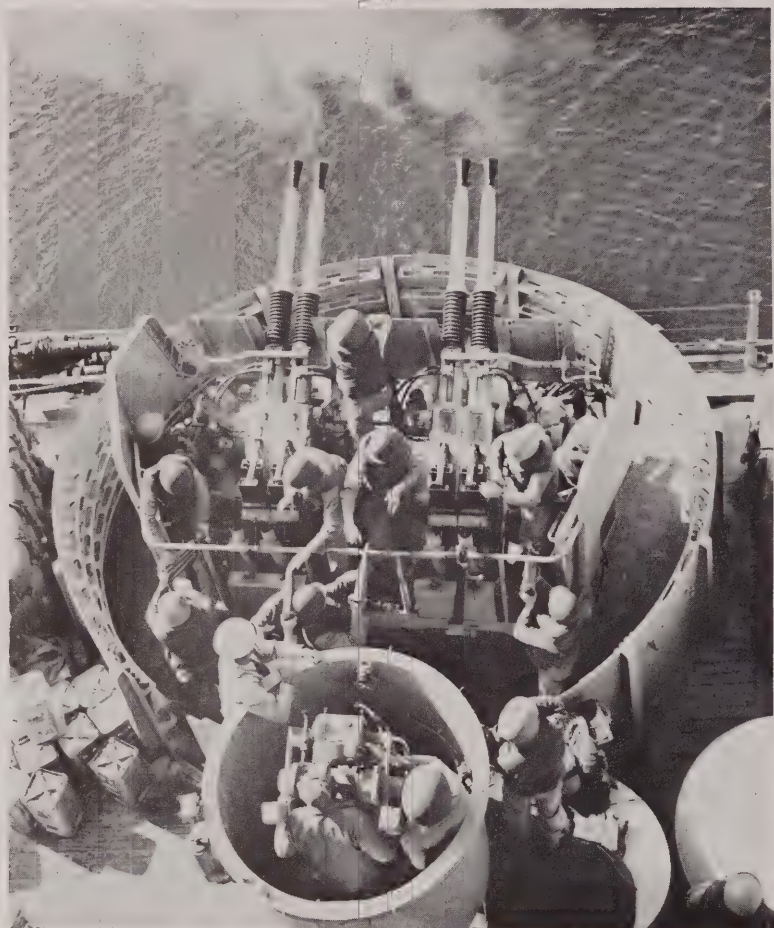


Ready sign is given as drone is about to be launched from platform on main deck aft.

It's a delight to see the pilot stand this baby on its little red tail when he wants it to dig out—unless you happen to be trying to shoot it down.



The 40mm machine guns throw up their own little smoke screens when they take off on a firing run.



Sky Control looks down from the clouds.

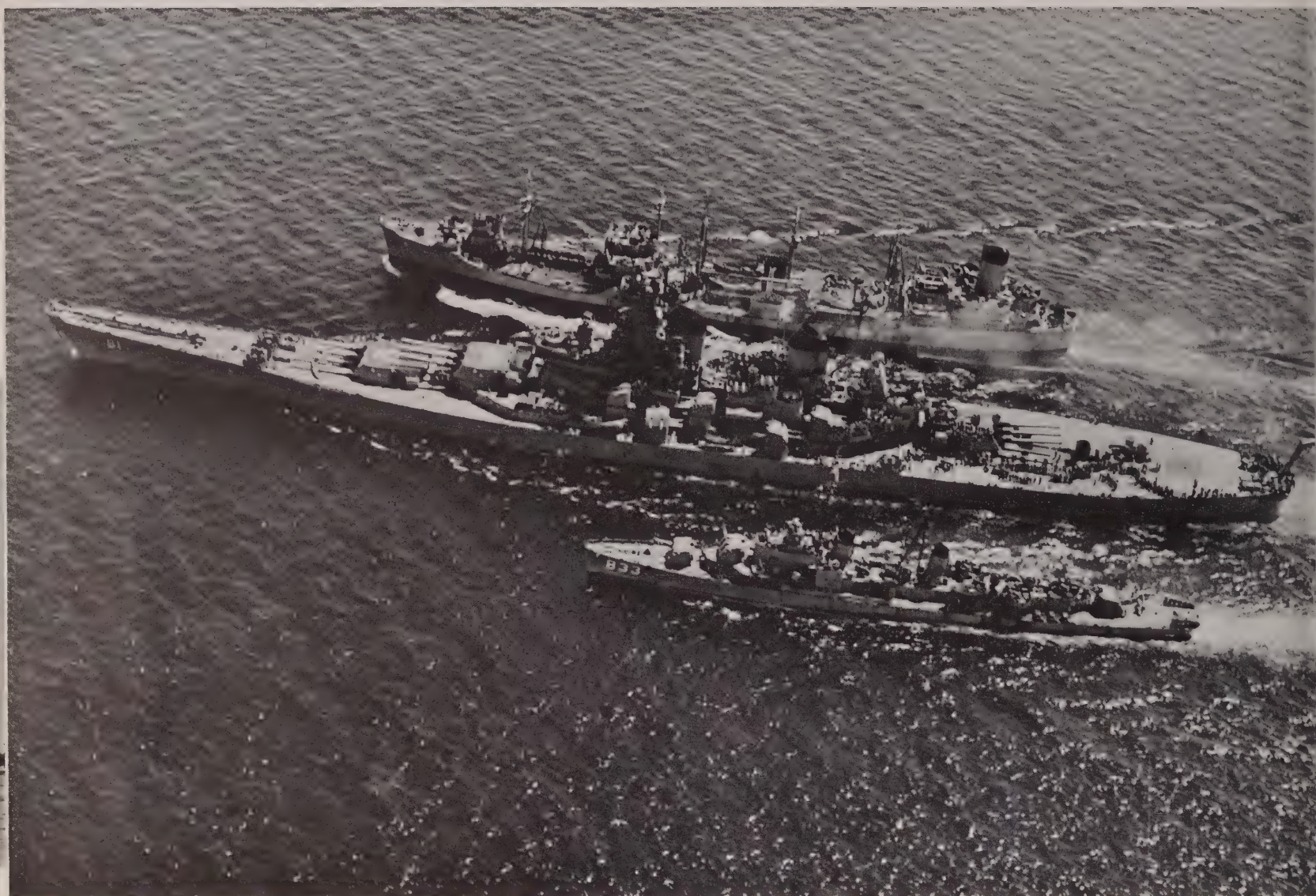


"The next run will be a firing run to starboard. Gun crews stand by!"



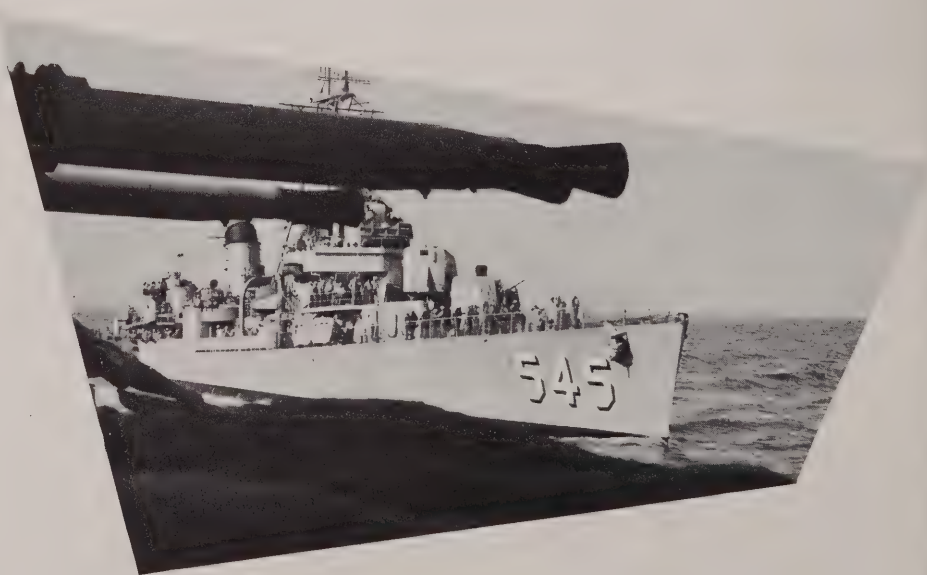
green flag!





Replenishment day!

The huge IOWA dwarfs a big fleet tanker as she takes on a fresh store of fuel off the Korean coast. It takes 9,000 tons of oil to fill the IOWA's thirsty tanks.



fueling



Numerous trips into port for replenishment were saved the "I" by the fleet of cargo ships and tankers that supplied us with fuel, supplies and mail while with the Task Force.

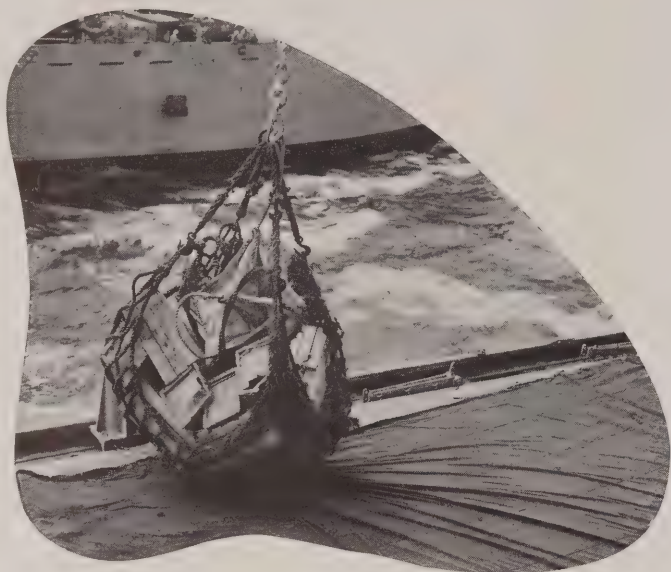
We in turn did the same favor for many of the TF's destroyers. Scenes like the one at left which the Iowa receives from a tanker, were not rare.



Fueling rig stretches out between Iowa and Tanker.

cargo and personnel

If it can be transferred at all, we can transfer it at sea....



Line is passed swiftly from hand to hand as sailors pull supercargo nets across from destroyer.



IOWA passes fuel through lines.



Supplies are received from Cargo ship while IOWA was with TF 77.



Water rises up between the two ships as Iowa fuels DD.

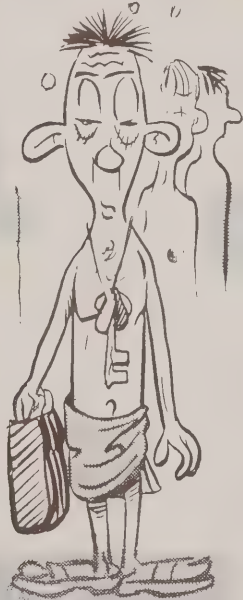


Around the Clock



reveille

0090



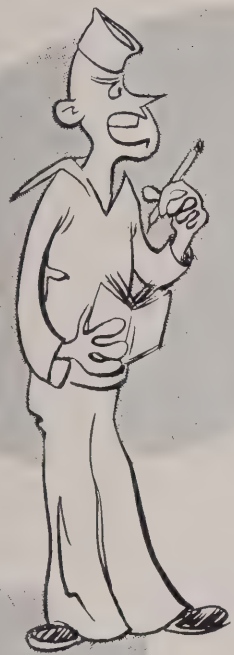
breakfast_____

0645



quarters for muster_____

00800



scrub down

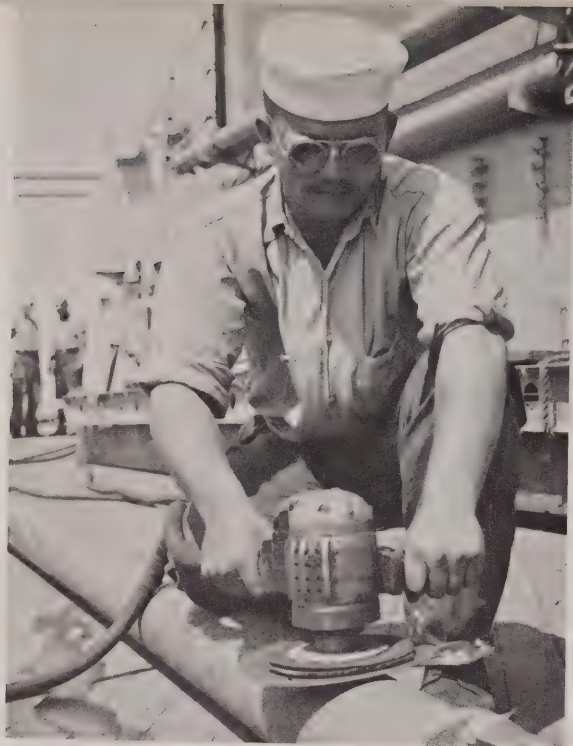
0830



*painting*_____

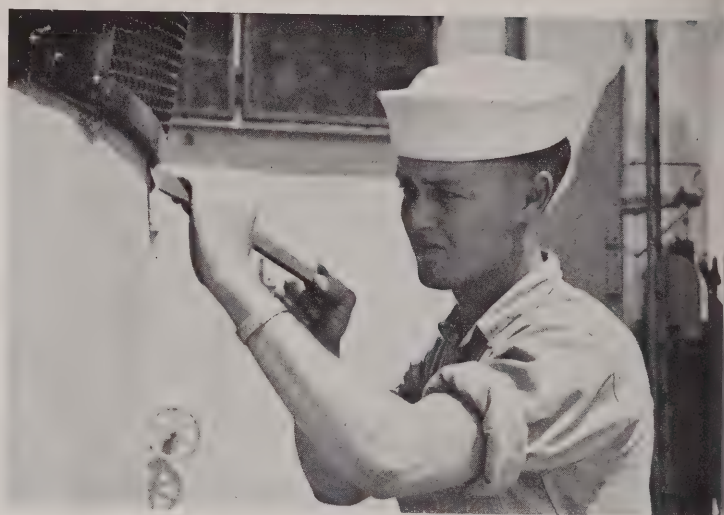
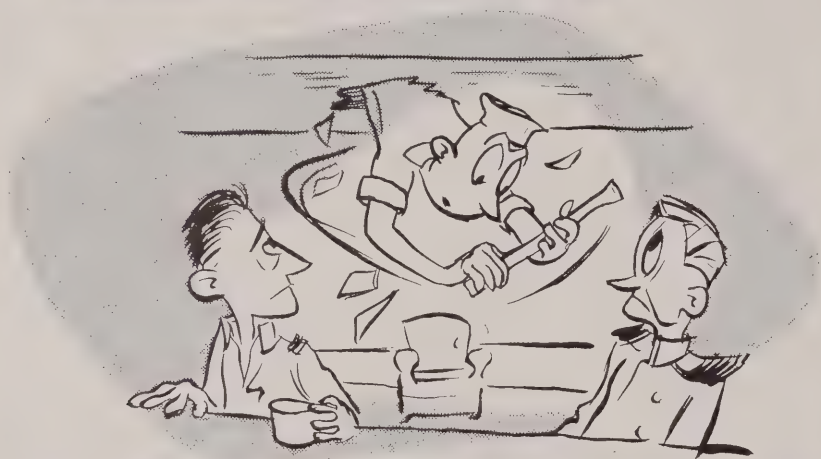
0830





chipping and sanding—

0830



loading stores_____

1000



*laundry detail*_____

dinner

1130



relaxing on the fantail_____

1200



time out for gedunks—



↑
Joel Cooper



loading ammo_____

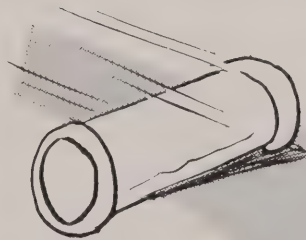
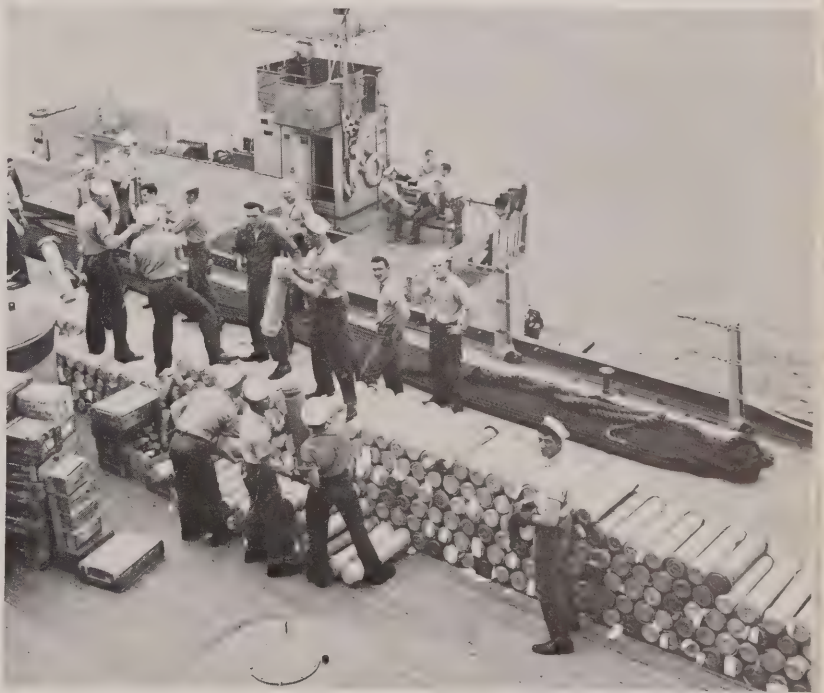
1300





loading ammo_____

1330





training underway —

1330



happy hour

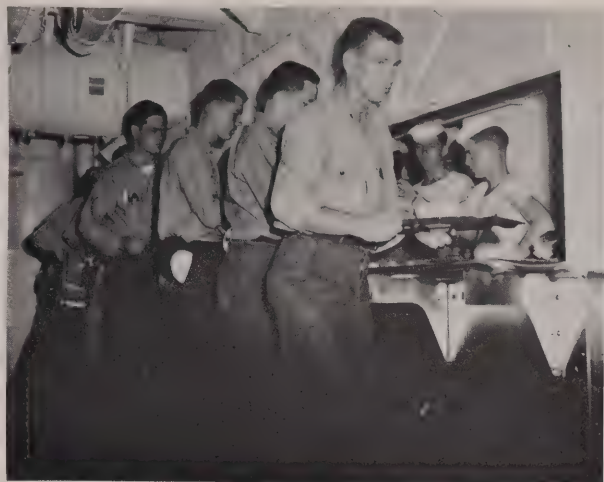
1600



the rokettes —

1600



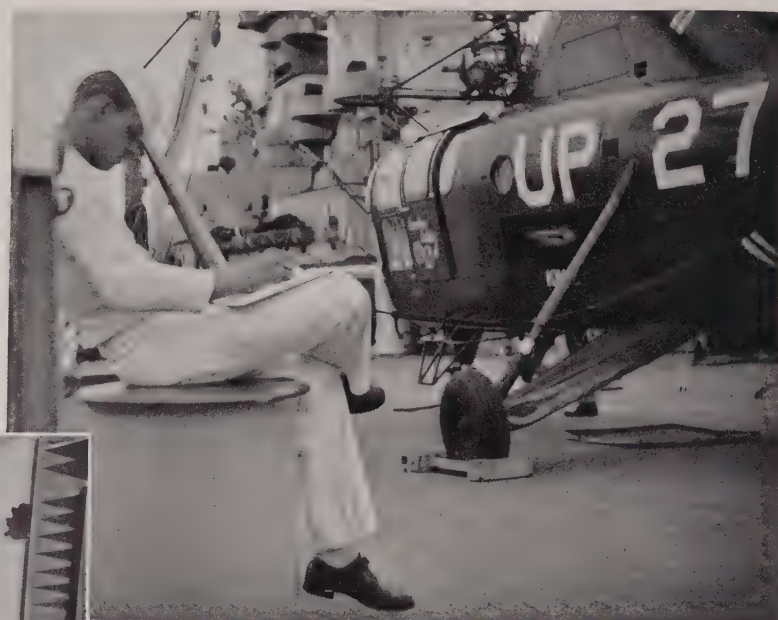


supper

1730



just taking it easy—



reading and playing—

1730





Sweetheart . . .

The minute I get up in the morning, I start planning what I'll say in my letter that night. If something funny happens, I stick it away in a corner of my mind, and save it to tell you. I ask around for news that you might like: big shots that're going to visit the ship, or a good juicy gun strike, (or the boatswain's mate dropping dead—that's one I'd like), or something. If there's a movie on board that you and I have seen, I always go, so I can write you about things we both remember. Crazy things like when we saw "Cheaper by the Dozen", and the usher thought those kids next to you were ours—remember? And when we hear any rumors about coming home earlier—boy, I really put those aside for special handling.

Trouble is, I go speechless around you if I don't plan it out. Even around your picture. I get to wondering what a beautiful gal like you sees in a guy like me. So I do it just like I used to do for our dates. I get all set what I'll say, I break out your picture, and I sort of pretend we're together for a while. It's nice.

It's like being with you . . . almost.

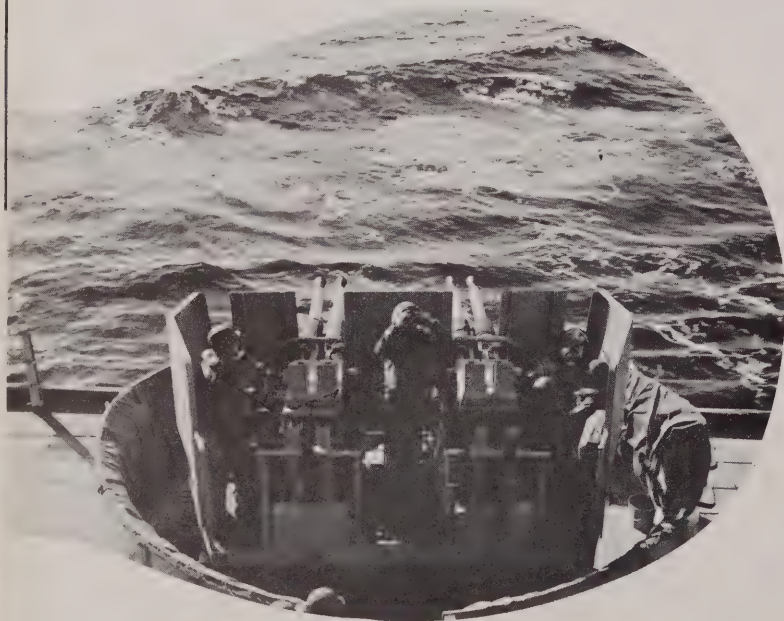
commence movies_

2000



watches

2000



...and more watches__

2000



"SKY LOOKOUT-
THIS IS COMBAT-
IS IT RAINING
TOP SIDE?"







訪問日本

* OUR STAY IN JAPAN



... ahh, to see Japan

"Liberty expires on the Fleet Landing at 2400." We were so excited about getting ashore that we scarcely heard the OOD.





Hi girlsan!



We get around...

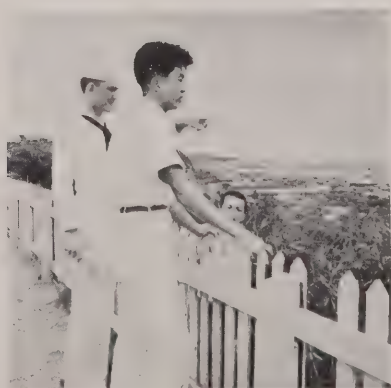


The first thing we did when we hit the beach was get wheels under us...then we started looking up the added attractions.



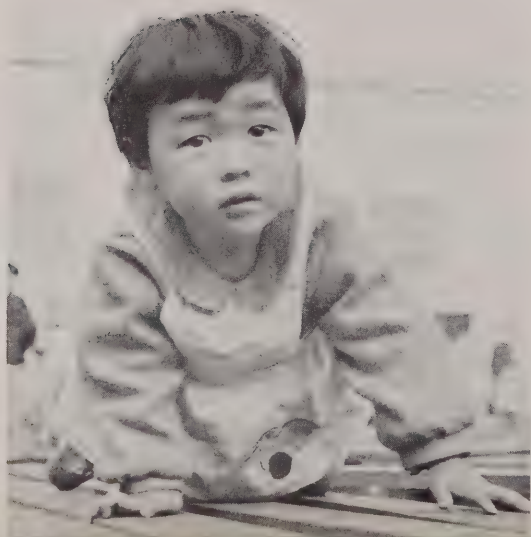
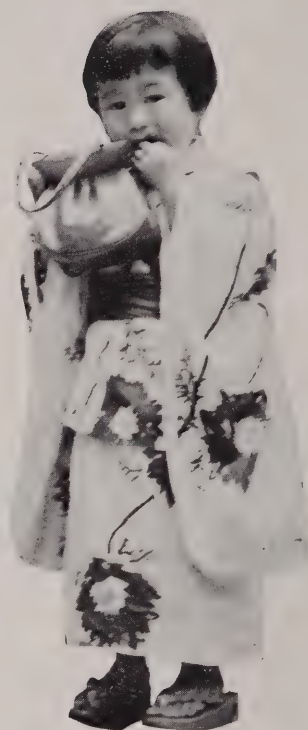
Some of us headed for scenic and historic spots
the famous Dai Ichi Building, from which
 General MacArthur ruled Japan...the Daibutsu
 Buddha, two-hundred and fifty years old when
 Columbus discovered our land....the symbolic
 Torii spanning roads and bridges...the open
 country.....

Like good sailors around the world, we moved
 in everywhere, taking our cameras with us....





Some of us, remembering our childhoods not long past, made friends with the appealing little Japanese kids....





Some of us made a bee-
line for the shops....
...you can sell a sailor
anything...



Some of us, uncertain how to pass our first days ashore, roamed the streets in search of any adventure that offered.....

The big Enlisted Men's Club, formerly an E. M. Club for the Japanese Navy, hung out the welcome mat a mile wide—and most of us crossed its portals for a tall cool one before the day was over....

We made friends fast—Sailors learn to do that when liberties are short.....





Most of us, at one time or another, fell for the soft lights and sweet music—even if the lyrics did have a Japanese accent, they sounded stateside to us after a tour on the bomblines.

We learned some unfamiliar dance steps from the trim little misses who kicked up their heels with us...and taught them a few of our own.

We found that Nippon Beer relaxes the nerves, just like Schlitz or Budweiser...and we agreed that, although it had nothing our stateside brands didn't have, it had it out here.



They taught us the language.....

We learned how to say "Arigato gozaimasu," and we'd say it over and over, to hear their soft "Do itashi mashite" in reply....



rest and recreation

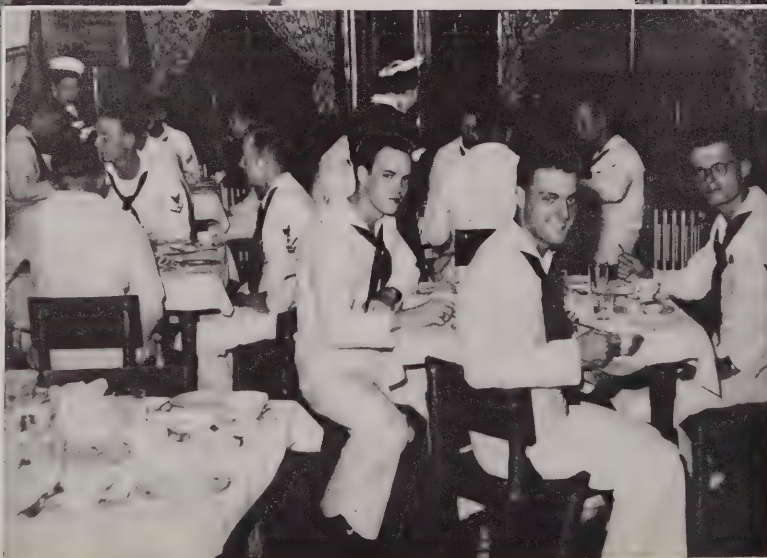


There were never enough billets, and leaves were way too short....

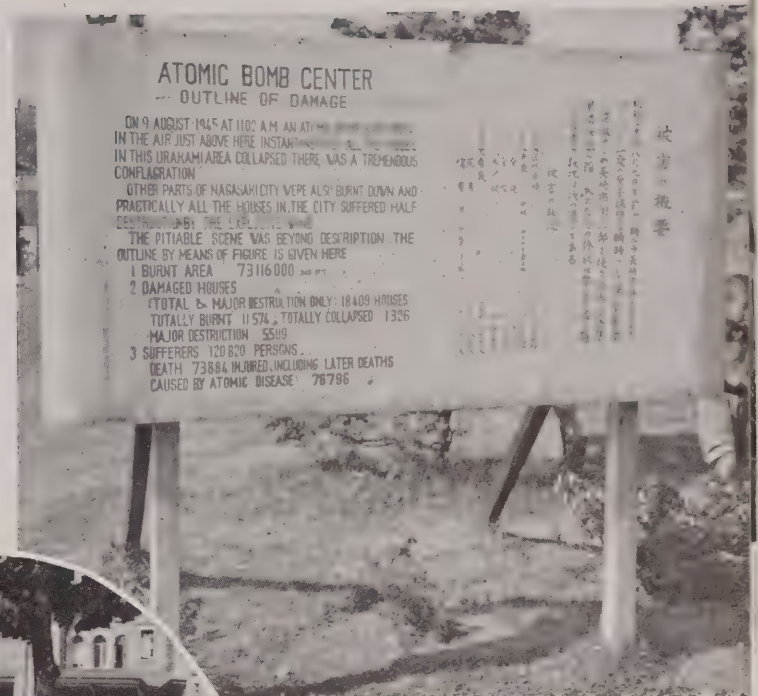
But oh, boy—when we did get up there....

Chow like angel brew.... reveille at noon if you wantedno bugles, pipes or working parties....

It was the life of Reilly while it lasted!



...the longer we stayed, the more our horizons widened





Anyway you look at it,
it's a wonderful liberty
port....



Papasan and the
Babysans....



otaru

Our stay in Otaru, one of Hokkaido's two principal cities, was made very pleasant by the generous hospitality of the First Cavalry Division at Camp Crawford. From the giant "Welcome Navy" sign that bridged their main gate, to the grand open house (with free steaks and refreshments), everything was done to make our short stay one to remember. We even forgave them for putting the First Cavalry patch on the Navy emblem at the NCO Club.



We countered with a visiting day on board the IOWA, where some of the horsemen got a look at the kind of steed ridden in Davy Jones' domain.

Ambassador Murphy came over for a look, along with our very welcome former boss, Vice Admiral Briscoe.

The Chaplain surprised us with the news that Otaru has a population of 200,000, and the neighboring city of Sapporo, capital of Hokkaido, boasts 300,000. This part of Japan corresponds to our West of frontier days—bears still abound here, and the government homesteads the soil to persuade pioneers to move here from densely populated sections.



otaru



vips and ceremonies

One of the nice things about being First Lady of the Fleet was the important people for whom we played host. And we learned the old fact that the bigger they were the more regular they acted. We wined and dined some top flight guests, but they all acted as informal as the guy next door.....



Our guest list for the first group of guests we embarked read like a Who's Who in Iowa. They came along on a six day cruise, to see what kind of a Navy their taxes were buying. They seemed to like what they saw. There were fourteen of them:

- Honorable A. B. Chambers—Mayor of the city of Des Moines.
- Mr. Fred L. Maytag, Jr.—President, Maytag Co., Newton, Iowa.
- Col. B. J. Palmer—Owner, Station WHO, Davenport, Iowa.
- Dr. Virgil R. Hanscher—President, Iowa University, Iowa City, Iowa.
- Dr. Samuel N. Stevens—President, Grinnel College, Grinnel, Iowa.
- Mr. Graig R. Sheaffer—President W. H. Sheaffer Pen Company, Fort Madison, Iowa.
- Mr. Rudolph W. Weitz—Weitz Construction and Finance Company, Des Moines, Iowa.
- Mr. W. Earl Hall—Publisher, Globe Gazette, Mason City Iowa.
- Mr. W. Harold Brenton—Banker, Des Moines, Iowa.
- Mr. Ralpr Evens—Executive Vice President, Station WHO, Des Moines, Iowa.
- Mr. E. T. Meredith, Jr.—Meredith Publishing Company, Des Moines, Iowa.
- Mr. Frederick W. Hubbell—President, Equitable Life Insurance Company, Des Moines, Iowa.
- Mr. Al Efner—City Editor, Ottumwa "Daily Courier," Ottumwa, Iowa.
- Dr. William J. Petersen—Superintendent, State Historical Society, Iowa City, Iowa.



...we salute



Captain Smedberg decorates Poindexter W. R., BM 3 and Schoen, J. J. FT 3 for services rendered at their previous commands.

Admiral Fechteler, the Chief of Naval Operations, decorates the helo pilot and crewman, Lieutenant Dolton and Aviation Mechanic First class Meyer for the gallant rescue of a downed aviator in heavily defended Communist territory. We were proud of our helo gang that day.



The Crew was solemn as the remains of Major Jack Williams, U.S. Air Force, were piped over the side in Inchon harbor. Our helicopter picked him up after his plane crashed in enemy territory—but it was too late. We all mourned the loss of a gallant airman.

visitors

Lovely Lockheed beauty contest winners pay us the honor of a visit during our Long Beach stay.... Glad to have you, any time.



The Marines



The Army



The Boy Scouts



....And the American Legion.

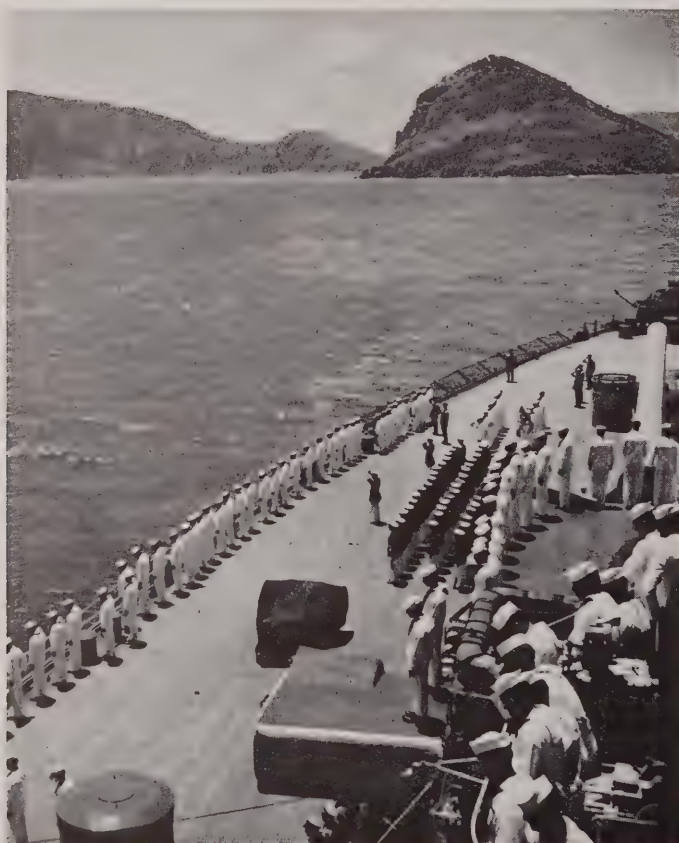


... manning the rail ...

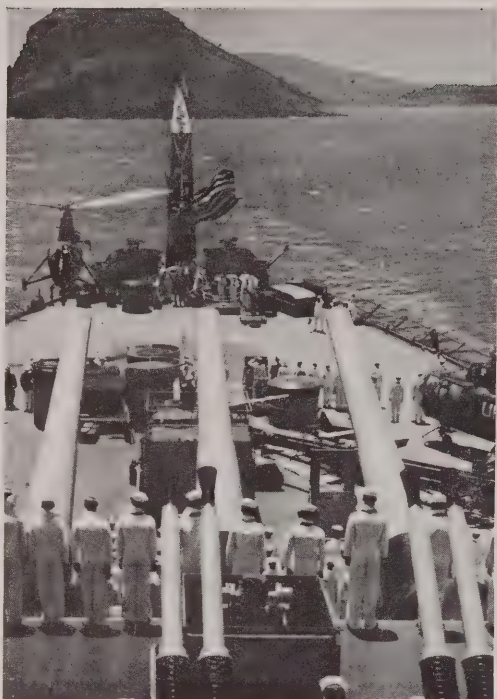
One of the traditions of ancient navies that remains with us yet is the colorful evolution of manning the rail. This high honor is paid by ships of all navies when they receive the Chief of State of their own or a foreign power.

This day we manned the rail to welcome aboard a doughty fighter for independence, President Syngman Rhee of the Republic of Korea. He flew out by helicopter in the port of Pusan, bringing Mrs. Rhee with him.

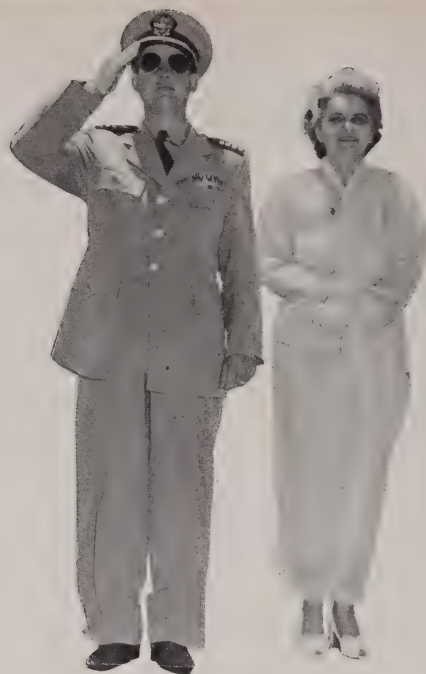
When he drew near the IOWA, he asked the pilot to circle the ship so he could see the dramatic sight from stem to stern.





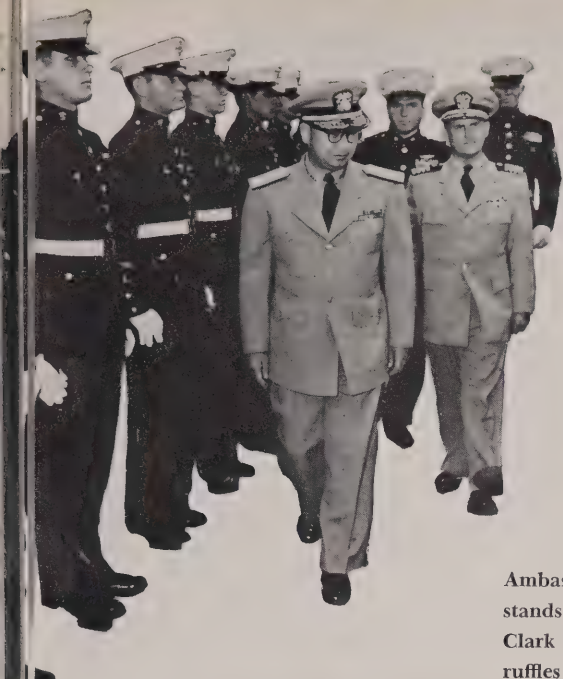


Our flag flew aft...at the mainmast waved the national ensign of Korea, and on the main deck aft the color guard paraded, in honor of President Rhee.



Captain Smedberg and Mrs. Rhee stop for rendering of honors.

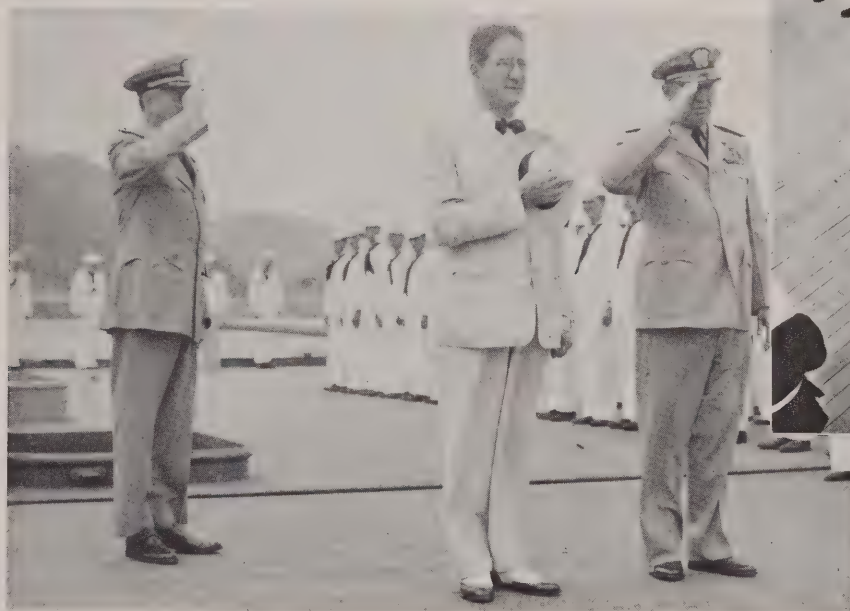




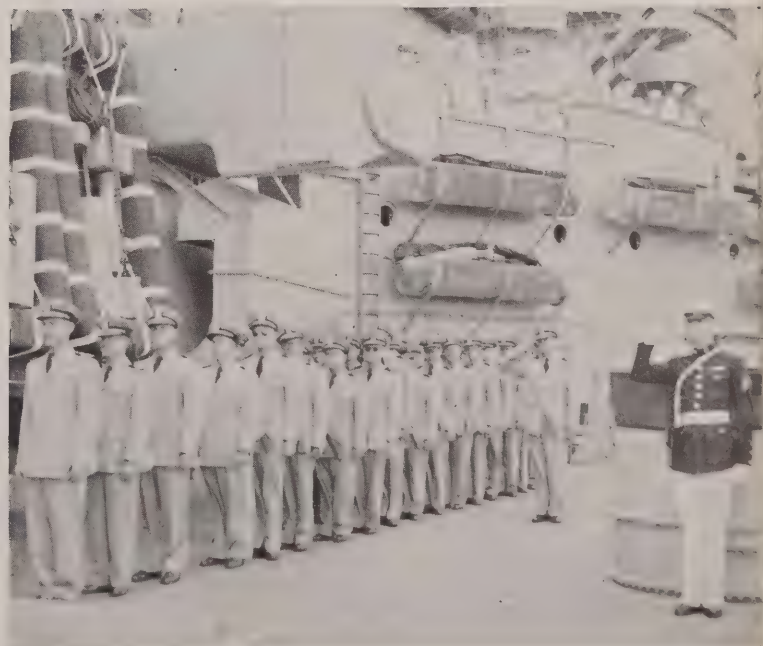
Vice Admiral Sohn, left, head of the Korean Navy, inspects our Marine guard with the Captain.



Ambassador Muccio, our envoy to Korea, stands at attention between Vice Admiral Clark and the Chief of Staff, during the ruffles and flourishes.



Rear Admiral Scott-Moncrief, Royal Navy, pays us a visit from his Flagship, HMS BELFAST, at Inchon.



...and so be it, the cruise book began to take shape...

...your birthday is like a personalized holiday...



Like Father,
Like Son...

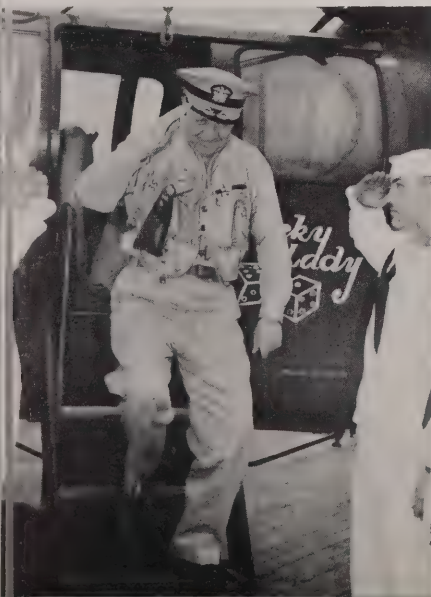


"We're from Iowa, on the Iowa,—thats where the tall...."

... vips



We were proud to show our ship to the Chief of Naval Operations, Admiral William Fechteler, who dropped down on us off Korea one day, bringing with him Vice Admiral Briscoe and Rear Admiral Hill.



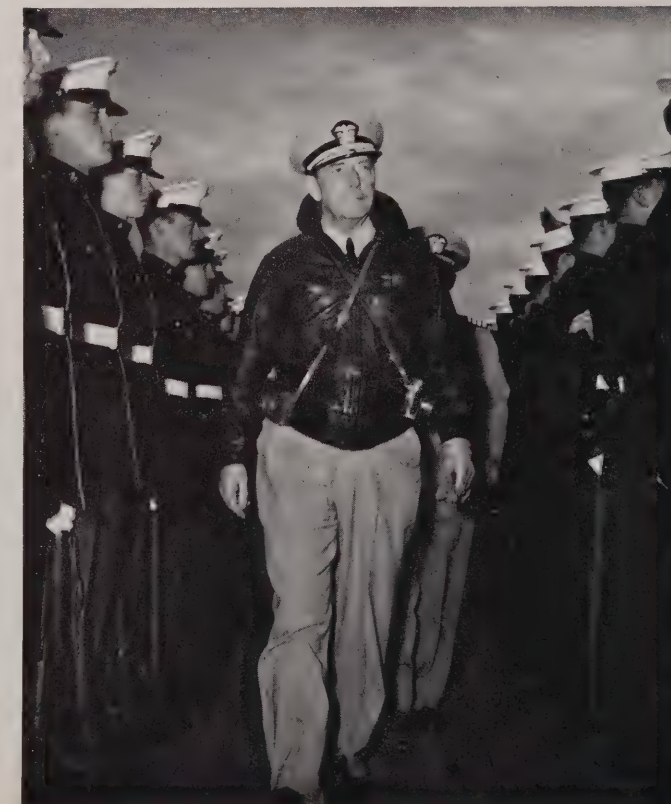


Mr. Arthur Hays Sulzberger, New York Times publisher, with Captain Smedberg on open bridge, observing firing on Kojo.

Major General Byers, accompanied by Major General Smythe, one of his Division Commanders, gives the Marine Honor Guard a stiff inspection.



Major General Byers, Commanding General 16th Corps, U.S. Army, is greeted by Vice Admiral Clark and Captain Cooper as he arrives by helo off Sendai on August 8th to accompany us to Otaru.

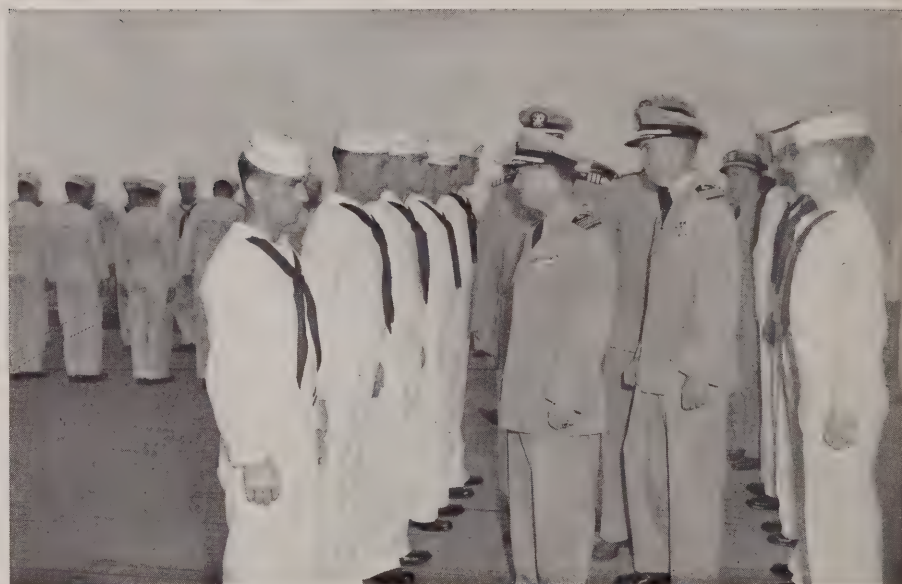


Admiral Radford and Admiral Reafie come aboard Iowa.

change of command



change of command

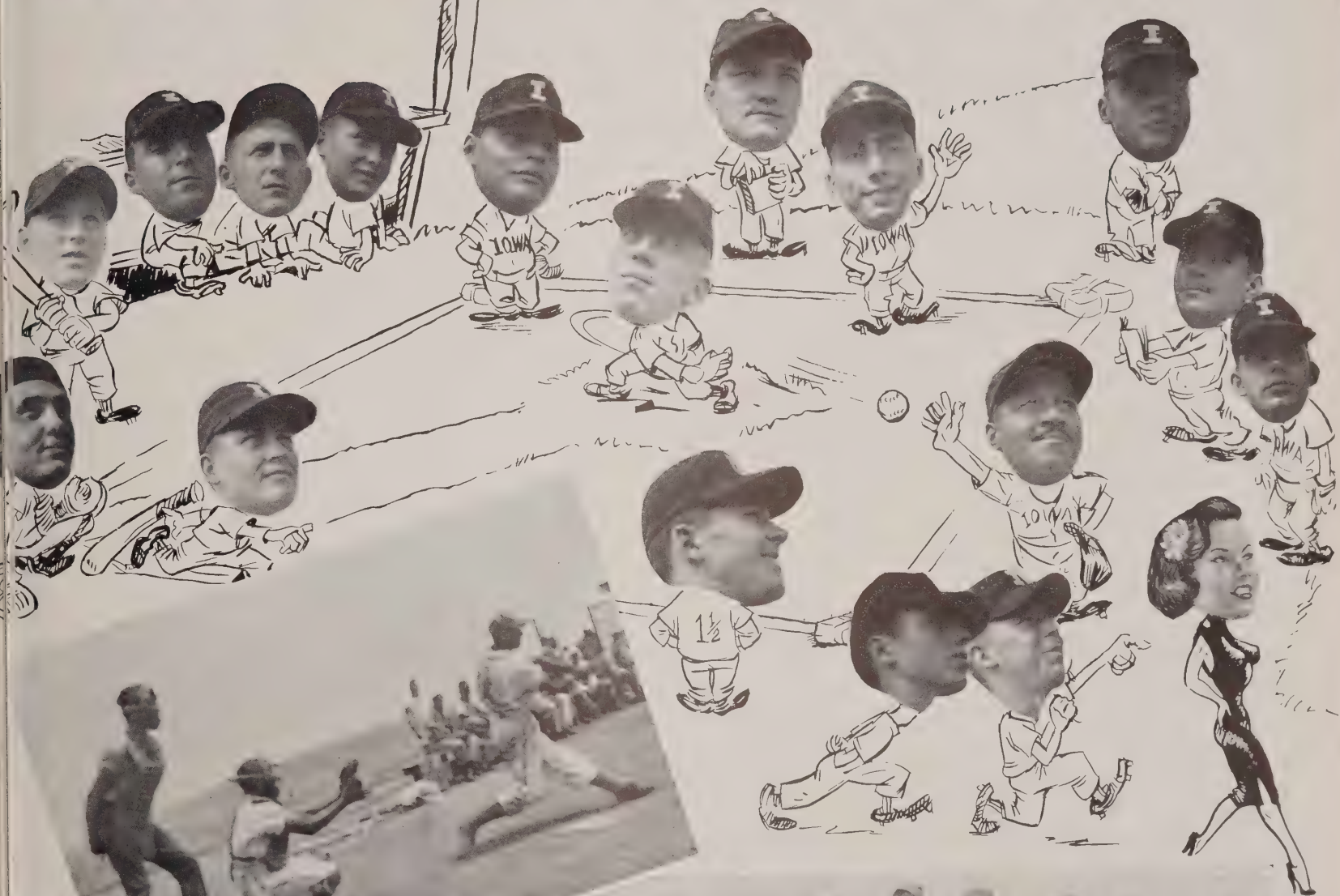


From COMMANDER CRUISER DIVISION THREE To USS IOWA

"On relief of command of Captain Smedberg by Captain Cooper, my staff and I want to express a hearty well done to a splendid unit of Crudiv 3 and her proud and worthy skipper. Our best wishes go with the departing captain and our welcome to the new captain. Keep up the always excellent work."



baseball...

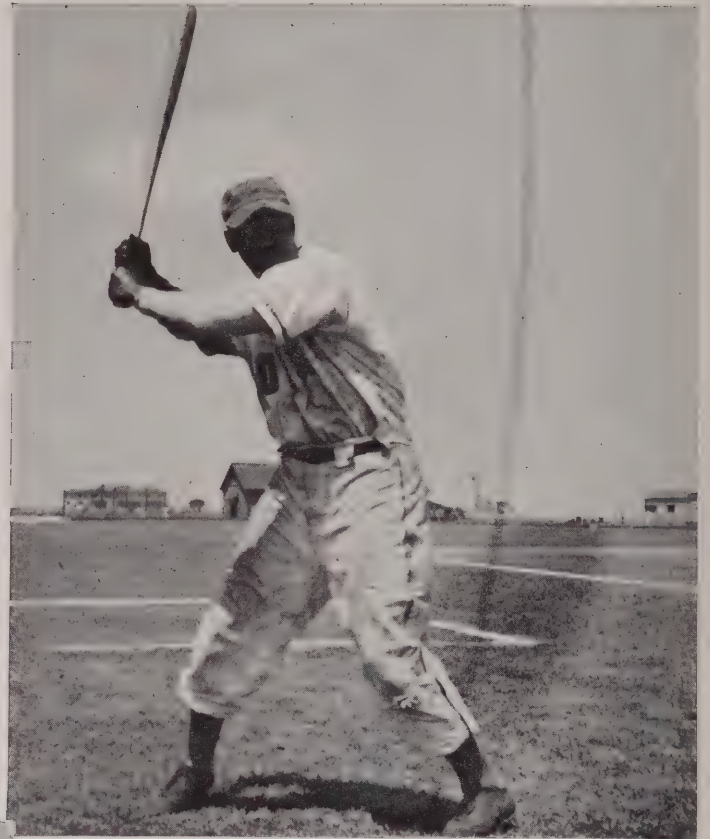


TOP ROW - DUNN, ARELT, SUGAR, MATHEASMEIER, REILLY, BALL, TOFIAS, MEYER, DIFRUSCIO
 BOTTOM ROW - GURLEY, TRACY, TORRES, BROOMHEAD, KELLEY, LUMBRA, BARBOSA



baseball

In keeping with the Iowa tradition of establishing winning records, the baseball team—unofficially dubbed the 'Cornballs'—have come through with an impressive record to establish themselves as one of the best ship teams in the Far East area. Much of the credit for the teams success goes to player-manager Ens. Al Tofias and coach Ken Broomhead. Their constant insistence on perfection in field and at bat has paid off in big dividends for the Cornballs.

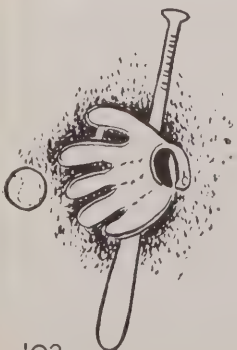


... IT'S A GRAND SLAMMER ...



... LETS HAVE A LOOK AT THE APPLE

... THE THIRD OUT ...



Iowa	Opponent	opp. Score
2	CAMP MOWER	15
10	ANTIETAM	8
4	CATAMOUNT	3
8	GURKE	5
11	PHILIPPINE SEA	12
6	GEN. HDQTRS	2
14	SRE. YOKO	9
10	GEN. HDQTRS.	3
9	BOXER	0
8	SEAHAWKS	16
13	YOKO MARINES	6

softball..



STRIKE THREE

A total of 15 Divisions volunteered for the Ship's Intra-Mural Softball League. A representative was chosen from each Division to attend league meetings held to determine league organization. Since there were 15 teams it was decided to form two leagues using names borrowed from the two major circuits.

The American League was made up of the 2, 3, 5, A, D, DH, H, FA, EX and Ship's Officers Divisions. The 4, B, CS, N, FM, SS E, and B, Divisions comprised the National League.

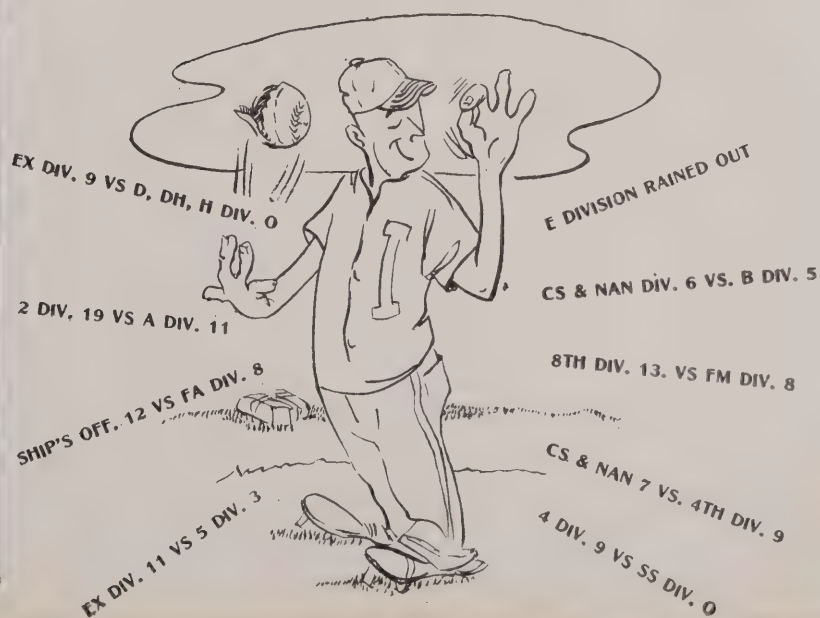
To determine league champs, each team would play around its League twice and a "World Series" of seven games would decide the ship's champions.



"WAIT'LL NEXT TIME"



LEGS' WILLIAMS TAGGED OUT



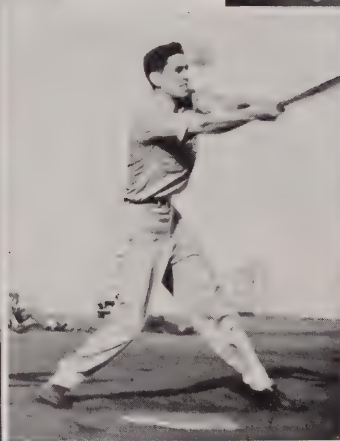


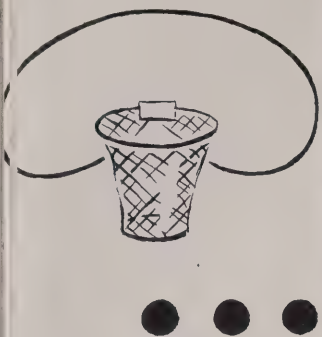
softball

Games were scheduled by the soft ball officer, Gunner Rice, the number per day depending on the number of fields available. The softball officer designated one team for each game scheduled as 'Home Team,' thus making them responsible for drawing and care of the softball equipment. The final tabulations at this time shows the 2nd Div. winners of the softball league. Future contests of intraship competition will begin on our return to the States and the Norfolk area.



(POP COMES PUFFING HOME)





basketball



R. J. KRUPA GETS A LONG ONE



G. T. CAVANAUGH DRAWS A BEAD ON THE NET

Lack of practice was the big reason for the poor showing made by the Iowa's basketball team in fleet competition.

Coached by Lt. Burns and Ens. Deam, the 17 man squad garnered only three wins in eight contests.

Working with a squad of 75 applicants, the two-player-coaches had little opportunity to trim down to a working unit in time to have sufficient practice drills before taking on their first opponent, the classy San Pedro Athletic Club. The Petes had little trouble drubbing the "I" five, 77-20. Following their first defeat the Iowa Cagers dropped their second game to the USS Rendova by a score of 55-45.

After two losses, the Iowa five tasted victory by downing the USS Sandova in a high scoring contest that ended 86-66.



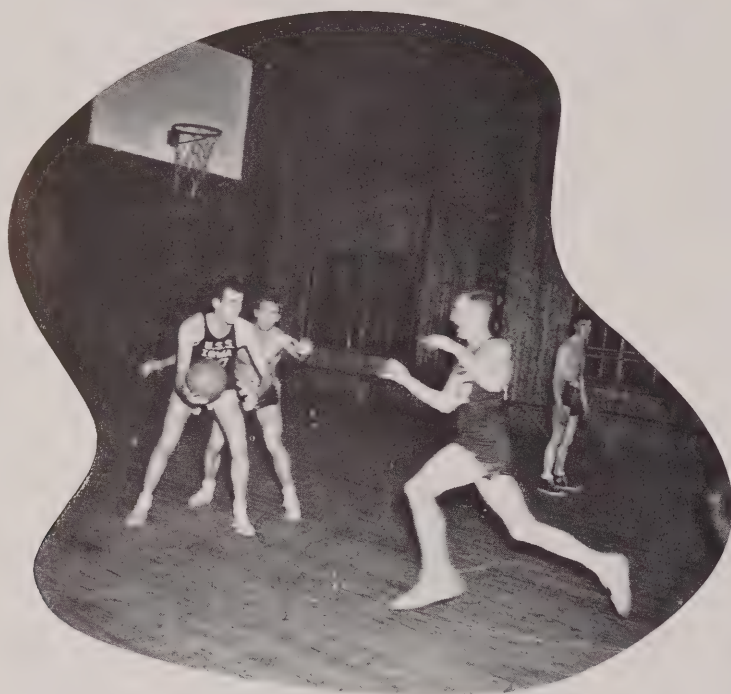
BACK ROW: R. J. KRUPA, R. F. RONCI, A. L. CLARK, K. E. BALL, R. WALLS, ENS DEAM, LT BURNS.

FRONT ROW: C. W. FRICK, H. A. RUHR, F. W. FROWN, W. T. TURNER, D. G. JONES, A. J. MARTINO, R. F. GRAF, G. T. CAVANAUGH.
ABSENT. D. E. MURRAY, B. G. GARRET.



MARTINO - IN ACTION

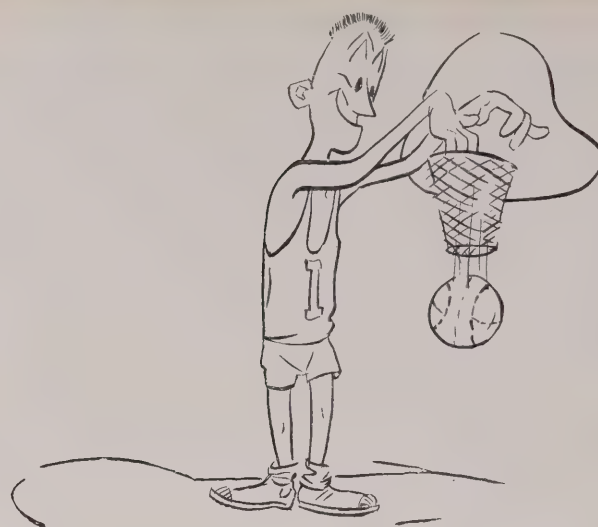
basketball



FAST ACTION IN AN INTRA-SQUAD GAME

R. F. GRAF GUARDED
BY A. L. CLARK

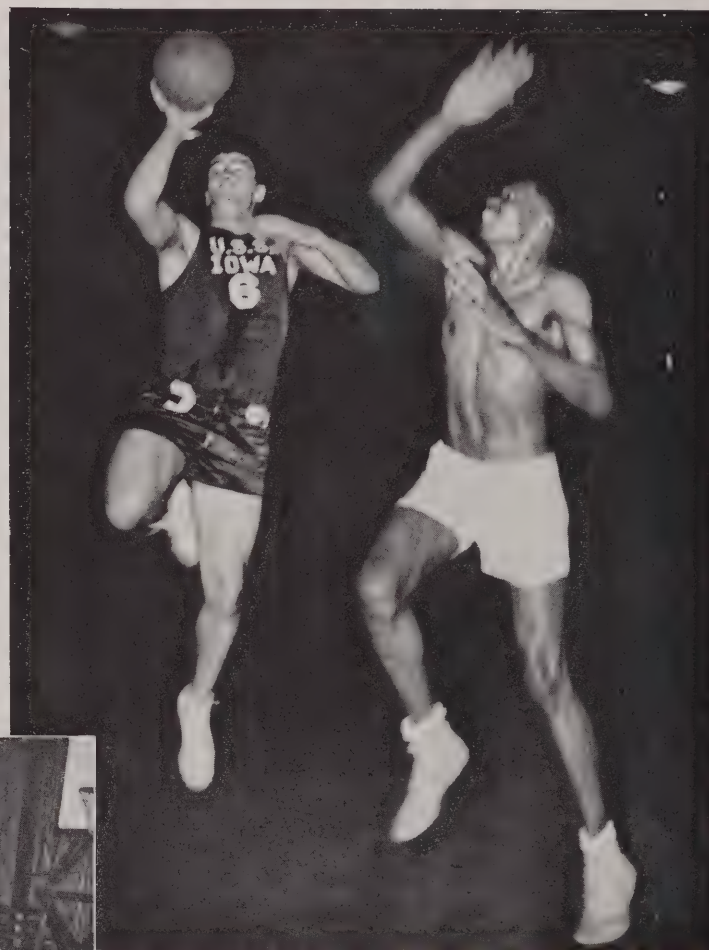
R. F. GRAF GETS SET TO ARC A
LONG ONE IN A PRACTICE SESSION.



Finding the taste of victory a sweet one, the IOWA Quintet went on to beat the USS TOLEDO in a tight defensive game which ended with the IOWANs on the long end of a 47-38 score.

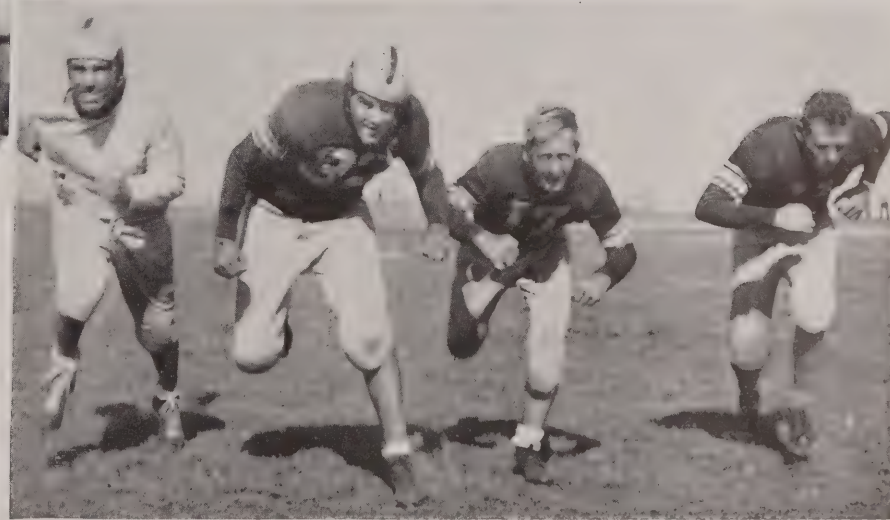
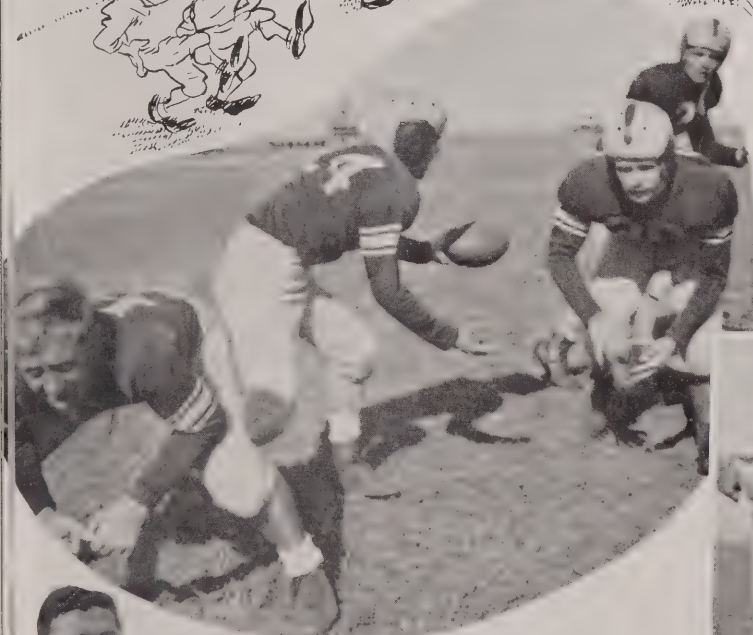
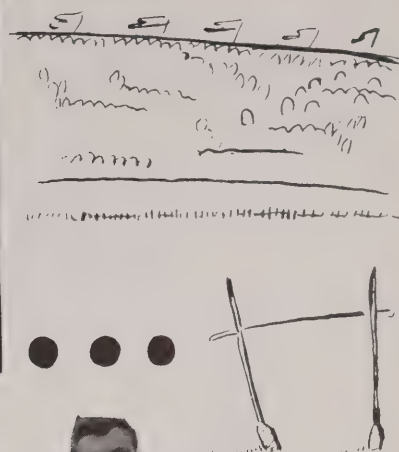
The short-lived winning streak was snapped by the USS HELENA as they engaged the blue and white in a tight 51-46 duel.

The final victory came to the IOWA Netters when they split a two game series with the USS WHITESIDE, dropping the first game 49-29 margin. The 42-29 victory is perhaps a true indication of the potential progress of the unpracticed team.



TEAM SCORES					
I	OPP	OS	I	OPP	OS
20	SAN PEDRO	77	46	HELENA	51
45	RENDOVA	55	86	SANDOVA	66
47	TOLEDO	38	60	HELENA	84
29	WHITESIDE	49	42	WHITESIDE	29

football.



IOWA'S FOOTBALL HOPEFULS PICTURED ABOVE HAVE HIGH HOPES OF GREAT ACCOMPLISHMENTS IF SUITABLE ARRANGEMENT CAN BE MADE WITH THE SHIPS TIGHT SCHEDULE.

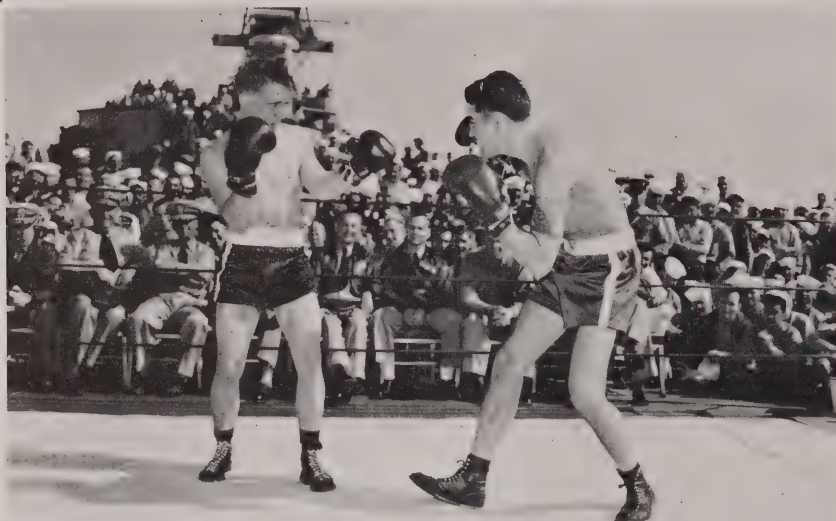
ENDS., VEATCH, JONES, LAYERLY, KELLEY, TAYLOR, MOSS T., GARCIA, STARKOVICH, HUTTO, CHESSHER, IACOLUCCI, DENSMORE G., ORSICH, HARSHMAN, TANNER, GALAS, DAVIS, ECKLES C., GRAG, LIGHTFOOT, GOREE QB., HOLFLING, MANSKE, RISKUS. HB., HAWKINS, CLARK, ROBINAUGH HB., GOULD, HOHOSKY, DENNY. FB., CAROLIVANOS, PADELL, JOHNSON



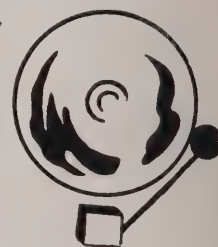
boxing...



Happy hour and Boxing seem to go hand in glove with the "Art of self defense." LTJG Dunbar and Garcia have devoted time to teach a scrappy group of prospective champs to uphold the Iowa tradition in Boxing. Due to the ship's schedule, no bouts with other ships have taken place during our Korean cruise but Norfolk boxers beware!!



LEFT, HANLESR, RIGHT, AMOS.
"THE CALM BEFORE THE STORM"

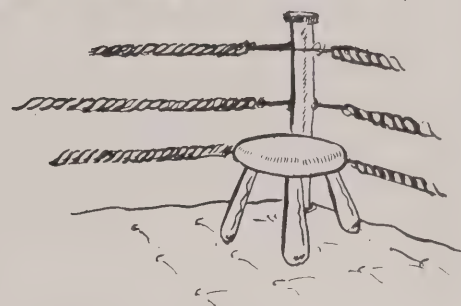
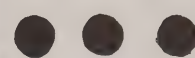


LEFT, MONTOYA. RIGHT, ORTIZ
"COMING THROUGH"

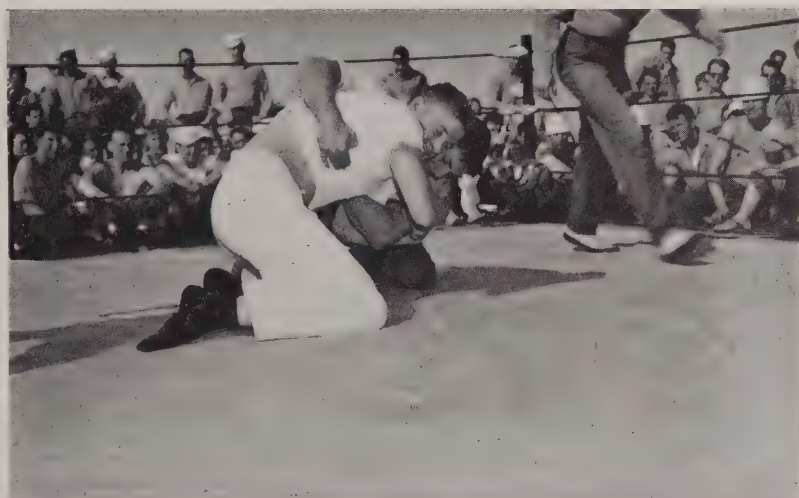


LEFT, WALKER. RIGHT HOWARD
"IT HURT"

wrestling



Wrestling began on board the "I" when Chaplain Sullivan kumshawed a mat and cover from Long Beach Naval Base prior to sailing. LTJG W. W. Ford drilled the inexperienced squad from Pearl to Yokosuka. The first Happy Hour was gratifying to both the team and crew; and is a true indication of the wrestling potential on board. When the ship returns to the U.S. the team expects to compete regularly against strong teams.



WHAT DO WE DO NOW?



IOWA'S MATMEN

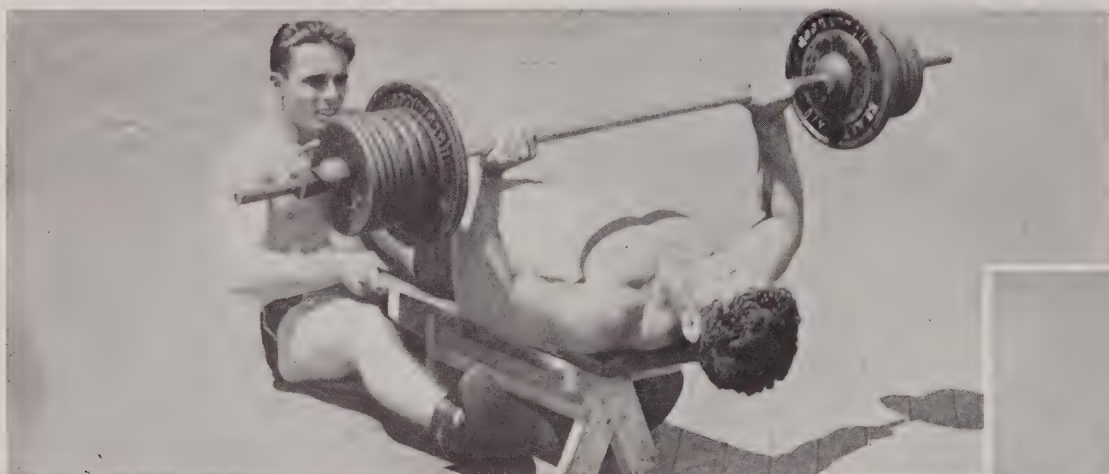


HALF NELSON





... weight lifting



CARALIVANOS, E. H. "T" DIV. ET3 COMPLETING A 200LB SUPINE PRESS



Reading from left to right top row, Eggelston, B. SGT.; Dougherty, SN.; Padelli, CPL. Bottom row Pittman, SN; Caralivanos.



Mighty "T" Weight Lifters are gaining many "recruits" to the popular way of "Keeping Fit" while underway. Most of the men work out in the "cool-cool of the evening," in any space below decks they can find. It is regrettable that only a few "Stout Hearted" men could be induced to have their picture taken.



200LB "PULL OVER"

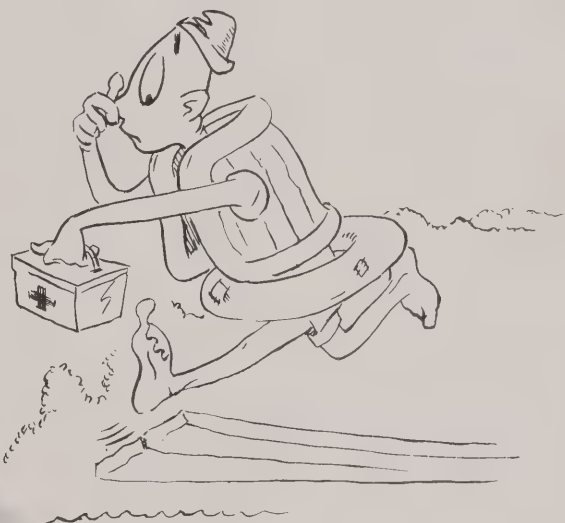


swimming

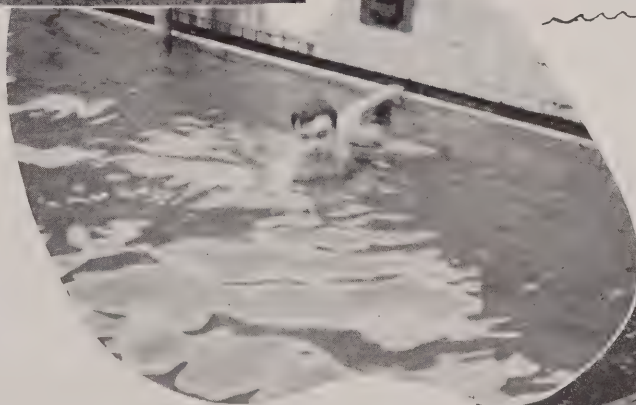
The Iowa Mermen have been making good use of their time in Japan to whip the team in shape in time for the tank season on return to the States. Under the capable direction of LTJG Tormey, the squad has confined its activities to drills, practice speed runs, and diving practice. Several intra-squad competitions have been held and the results bode great things for the Iowa Natators in Fleet competition.



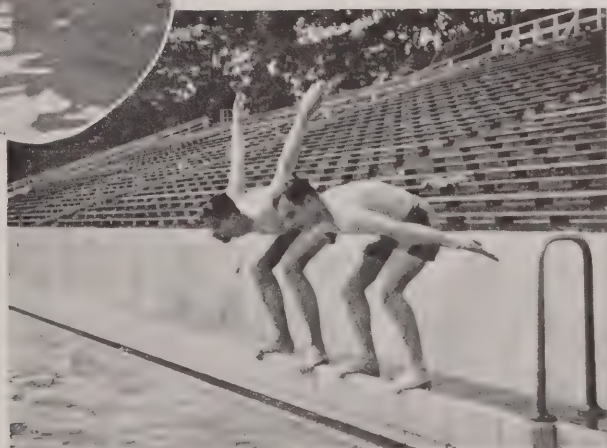
Front Row: Smith, B. H., Goff, J. L., Kerr, C. L.
Back Row: Heine, P. A., Seuberth, W. E., McCann, R. T., Thrapp, W. C., Sours, O. H., Austin, W. W., Brock, W. J.



....at the turn and still in the lead.



...ready, set, go.....

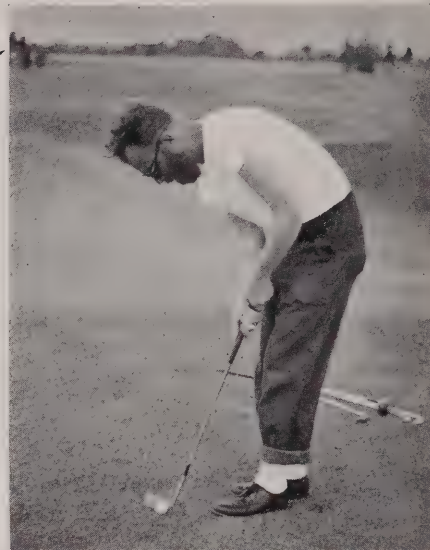


golf....



CHAPLAIN MICHAEL PREPARING ONE FOR WAY OUT YONDER
(PS. HE HIT IT TOO)

Several Golfers on Board under the capable direction of CDR Bridge uncover their latent TALENTS during our short Yokosuka visits to play Golf. There had been many obstacles to overcome in order to have intra-ship competition. The problems were solved and a challenge match between the officers and enlisted men resulted in a LANDSLIDE, win for the officers paced by CDR K.K. Bridge with a 73 score. Par for the course is 72.



MORRIS E. J. MUI, SAYS IT'S THE WRIST ACTION THAT COUNTS.



TILT !! BROWN, W. E. MU3 & CADDY



the Iowa ditch diggers

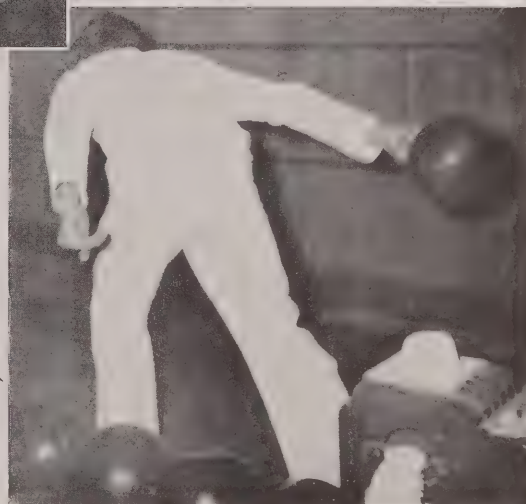


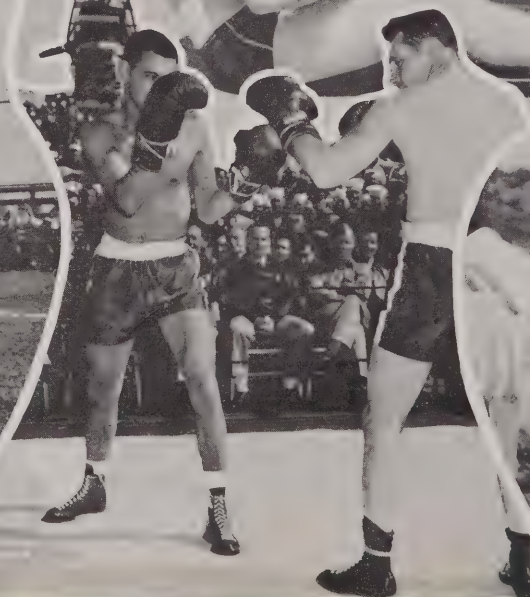
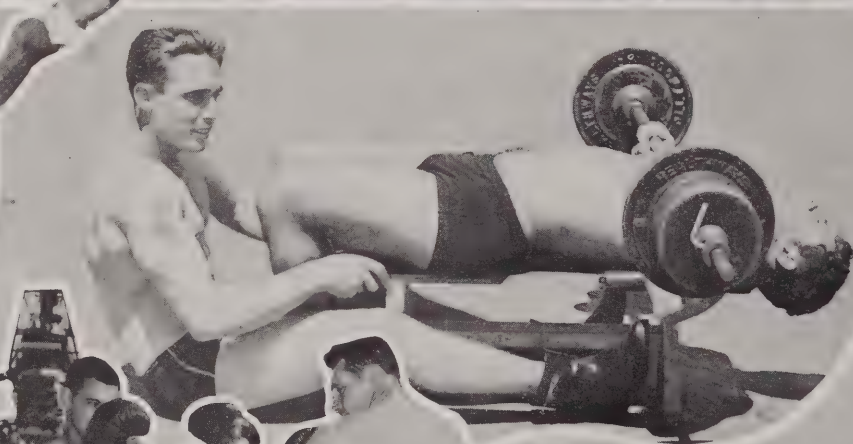
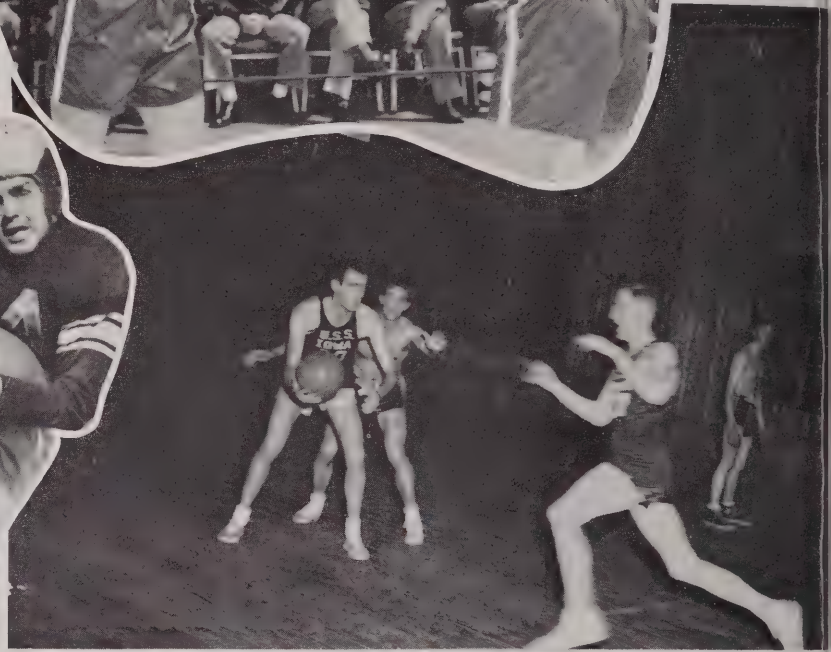
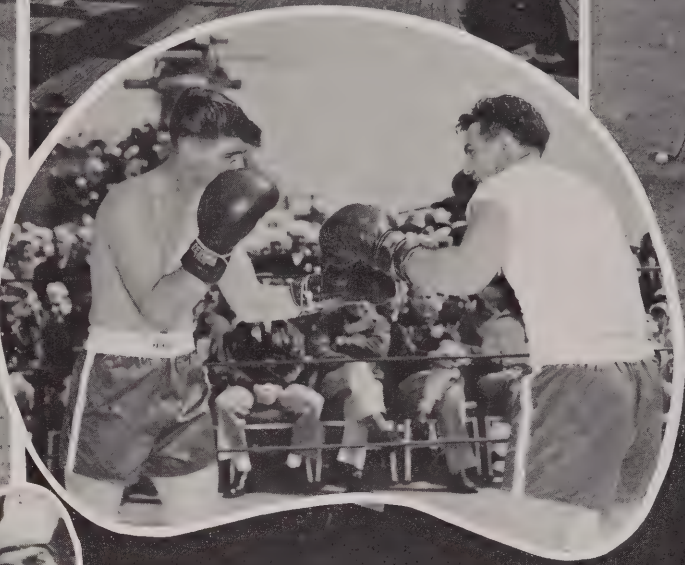
WHEN IN DOUBT? - PUTT

bowling...



With a few days to warm up in Norfolk the IOWA PIN-MEN should be ready to take on all comers in Fleet, Competition.





The MERRY TIMERS USO Troupe entertained us with a bang-up show on board ship on August 5th. Harry Martin, and Irv Jeffries, his orchestra leader, emceed a high-stepping cast, consisting of Loraine Bridges, the Blossom Sisters, Tony Penn, Pete Michaels and Tom Dayon.



This spirited gang came to us from 52 straight days in Korea, giving two shows a day in spots so close to combat that occasionally Chinese Communists watched the performance from nearby hills.





DOC SAID GIVE
THE GUY WITH
A BROKEN LEG
A COUPLE OF
APC'S

WHEEE

HEY-CHARLIE
ARE YOU
DOWN THERE

BAND MUSTER
ON THE
017 LEVEL

FISHING?

NO,
DROWNING
WORMS

LET'S SEE
THAT FUNNY
BOOK AFTER
YOU...

I DIDN'T TELL
YOU TO PAINT
THE BULKHEAD
LIKE THAT

WANT
ANOTHER
PLAYER

LEF'-RIGHT
LEF'-RIGHT

PLANE
BEARING
380° SIR.

DISPATCH TO
WISONSIN -
DROP-DEAD

ASK THE
NAVIGATOR
WHAT OCEAN
WE'RE IN!

NAVIGATION
LOGS ONLY 20
DAYS BEHIND SIR

WOULD YOU
FOUR MEN MOVE
OVER SO I COULD SEE

BUT I'M THE OOD!

FORE!

I HEAR THE CAPTAIN
IS REALLY MAD!
HE'S BEEN TRYING
TO GET UP ON
THE BRIDGE
SINCE YESTERDAY

WHAT'S THIS I
HEAR ABOUT
YOU MEN
ADOPTING A
MASCOT?!

DID YOU GET
PERMISSION
TO FALL OVER
BOARD?

SO THAT'S
THE IOWA!

DAVEY

She worked us days ; she worked us nights ;

She worked us 'till we dropped.

Fire drill—Gee Que—Abandon—ship

The bugles never stopped !

She found us work from morn to night ;

We never got it done.

...But you know, while we're thinking back—

By golly, it was fun !

WANT TO
BUY A NAVY
RELIEF TICKET?

HELP! THE
WILDCATS
LOOSE!

PLEASE LOWER
NUMBER ONE
GUN OF TURRET
NUMBER ONE!

YOU WANT
PAINT EH!?!
OH-HA-HA-HE
HE,, HA-HA

HE'S A CHAIN
SMOKER!

HOWS THAT GUY
THAT SWALLOWED
THE NICKLE?

NO CHANGE
YET!

HEY WAKE
UP YOU
GUYS-GO
MUST BE
OVER!

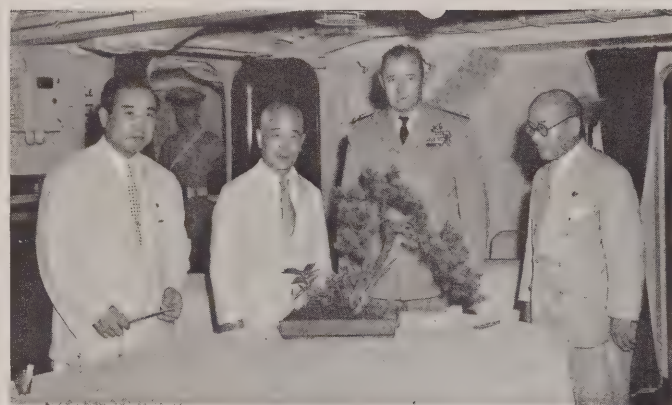
SO THATS
A
BULL NOSE

WELL WHAT
CHA KNOW...
SOMEONE
STOLE THE
ANCHOR

61

WATKINS

mayor of Yokosuka visits IOWA



NAVY
RELIEF

Features





the iowa beavers



Some can grow 'em....
Some can't.

The sailors with hirsute luxuriance stayed in the race to see who would be the best-bearded Iowan—but the stragglers were sent to the barber shop to be defuzzed.



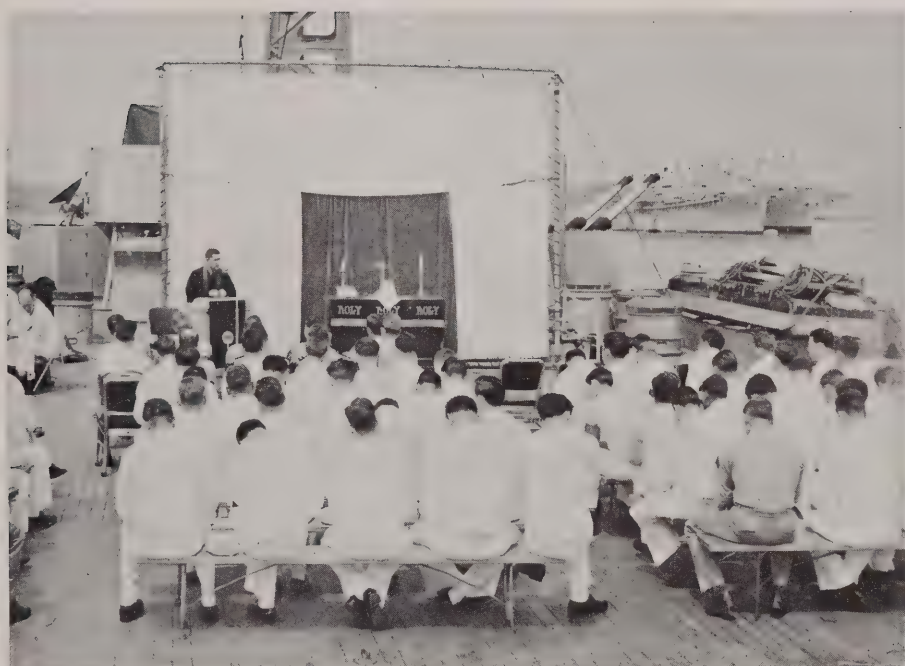
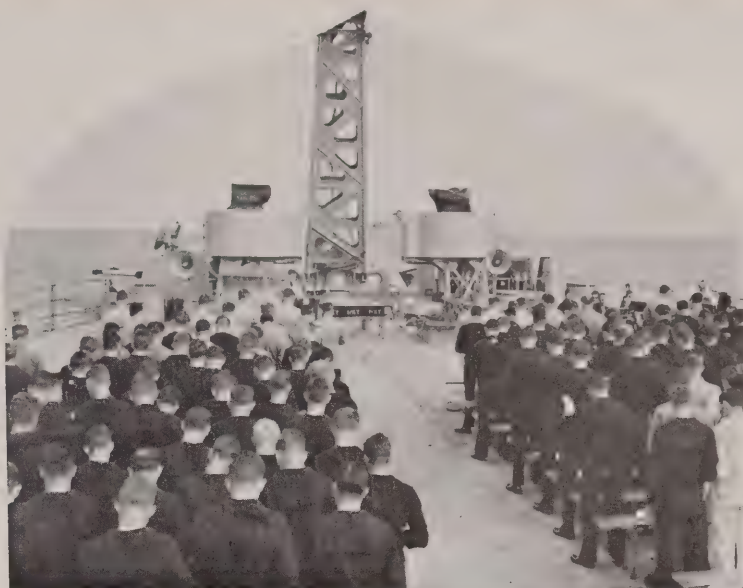
Catholic Services

Father J. J. Sullivan, the Senior Chaplain, administers the Blessed Sacrament of the Mass on the main deck aft, against an inspiring backdrop of the sea and the sky.



Protestant Services

Lietunant, junior grade, Don Michael holds Protestant Services and administers Holy Communion on the broad after deck of the IOWA.



navy relief

"The IOWA's splendid contribution of over \$12,000," wrote Vice Admiral Murray, President of the Navy Relief Society, "is more than twice the amount contributed by any other ship this year, and our records indicate it is by far the largest amount ever contributed by any ship in the Navy!"

To do it, the ship had to go wild! The Department Heads served chow, at a buck a throw . . . prizes for most tickets bought included a reserved seat at the movies, a private fan and bunk light, a bath in the Roosevelt Bathtub (and 55 gallons of free water to bathe in), a special liberty card to be first man ashore in Long Beach, and dozens of others! It was the old IOWA spirit taking over!



JUST IN CASE



our band

You can ask anyone—they'll all tell you the same thing...

We had the best ship's band in the whole doggone Navy!



... AND THE SMOOTHEST DANCE COMBO, TOO





Kemshaw



One of many services that made us a self-contained community was our snappy little newspaper, the IOWAN. An entertainer, morale Builder and spreader of the word, it will be remembered with affection by all of us who have leafed through its pages in search of entertainment.

staff...



Left to Right, Front Row :

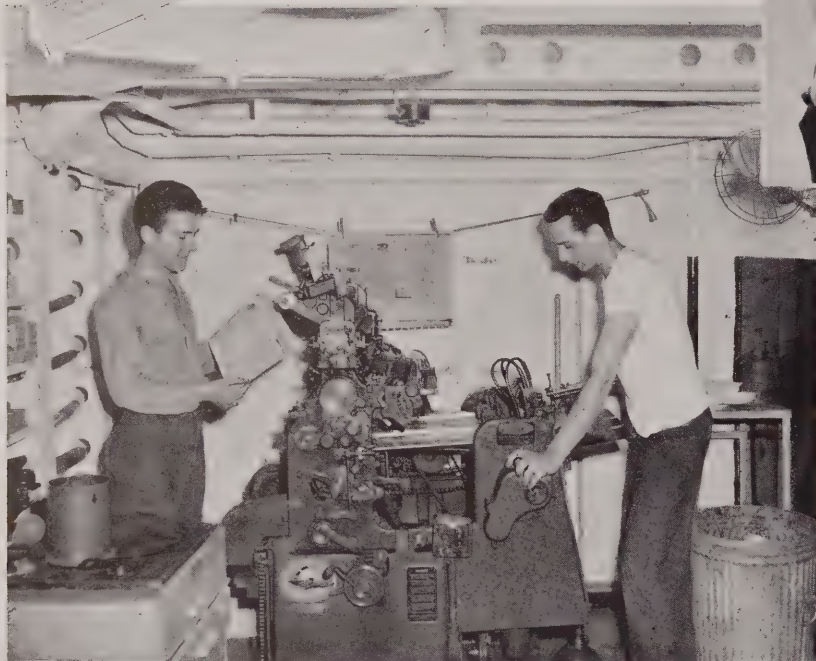
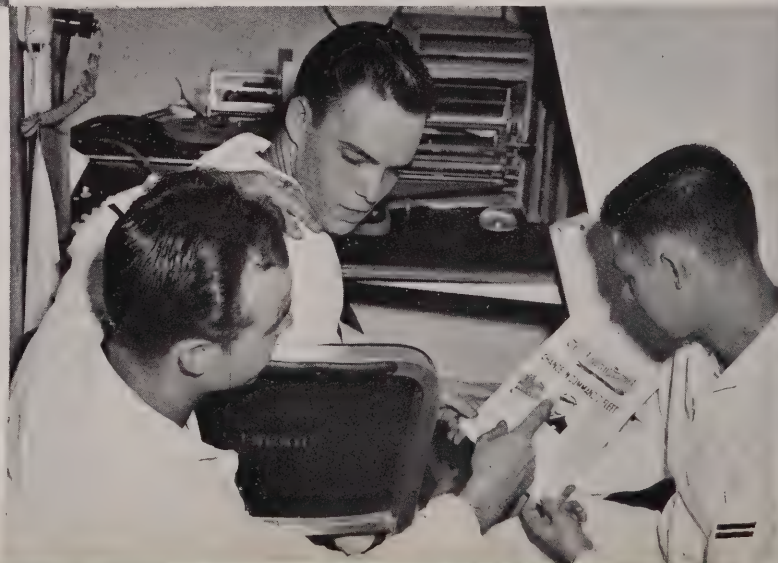
Krueger, PHAN Photographer
Lyons, R. E. LISN Artist
Williams, LTJG Advisory Off.
O'Neil, LISN Lithographer
Lyons, W. E. LISN Lithographer

Left to Right, Back Row :

Fallowfield, SA Editor
Manske, JOSN Artist
Bornemann, SA Lithographer
Opie, PHAN Photographer



Dinucci, SN Reporter



miss

Iowa...



MISS IOWA
Miss Ernestine Broyles of Quincey,
California, sponsored by Dave Caraway,
SA, 6th Div.



Second Place . . .
Miss Darlene Miller Wichita, Kansas. W.E.
Fowler, PISN, 6th div. sponsor.



Third Place . . .
Miss Margie Magness Miami Springs,
Florida J.E. Cooper, SA, K Div. spon-
sor,



Lucy



Mary



Sue



Jeanette



Zora



Pinky



Beverly



Joyce



Karlene



Lou



Rita

mrs. Iowa



... Mrs. Ann E. Beggs, wife of E.G. Beggs, FN, A Div.

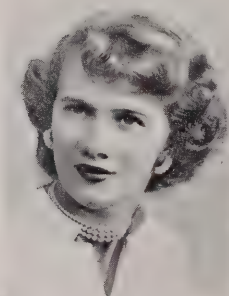


Second Place
Mrs. D.D. Lacey, husband in FA Div.



Third Place
Mrs. Roger Pomeroy, husband in 4th Div.

... SWEETHEARTS AND WIVES, FOND
HEARTS AND TRUE, WITH TEAR-DIM-
MED EYES, WE DRINK TO YOU"



Mrs. Balazich



Mrs. Allen



Mrs. Chase



Mrs. Goodman.



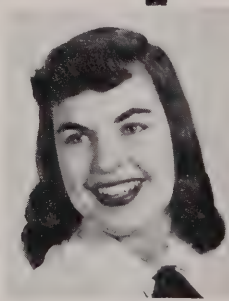
Mrs. Weber



Mrs. Schooler



Mrs. Harvey



Mrs. Kelly

"A SAILORS WIFE A SAILORS STAR SHOULD BE..." (OLD SEA CHANTEY)



Second Place
John Morris, son of E.G. Morris MUI,
Ex Div.

Third Place
Ellen Davis, daughter of B.H. Davis,
MMI, A Div.



most
attractive

Child



THESE ARE SOME OF THE KIDS WE STOCKED UP WITH PRESENTS FOR .

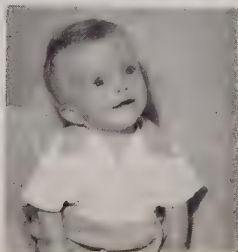
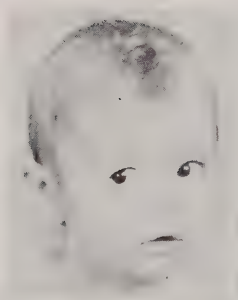
Most Attractive Child Miss Linda Moore, daughter of J.R. Moore,
Pfc, 8th Div.

cutest

Baby



Cutest Baby
Grethren Jane Duncan Age:
8 Months Daughter of Kirby
Duncan-PNI, Ex. Div.



Second Place
Theron Hutto, Jr. son of Theron Hutto
SH2, SS Div..



Third Place
Louise Jones Daughter of D.R. Jones
MM3, A Div.



...AND THESE ARE THE BABY PICTURES WE SHOWED AROUND.

wildest

Indian

THEY'RE HOLY TERRORS... THATS WHY WE LOVE 'EM!



Second Place
Patrick Tormey, son of
Ltjg J.E. Tormey

Third Place
Pamela Primm neice of
A. Gale, SA, R Div.



Wildest Indian
Dennis Doyle, nephew of J.S. Goodman, FN, A Div.



miss Ichi Ban



Miss Ichi Ban
Miss Rose Yamashita, of Yokosuka



FRIENDS WE MADE ACROSS THE SEA . . .

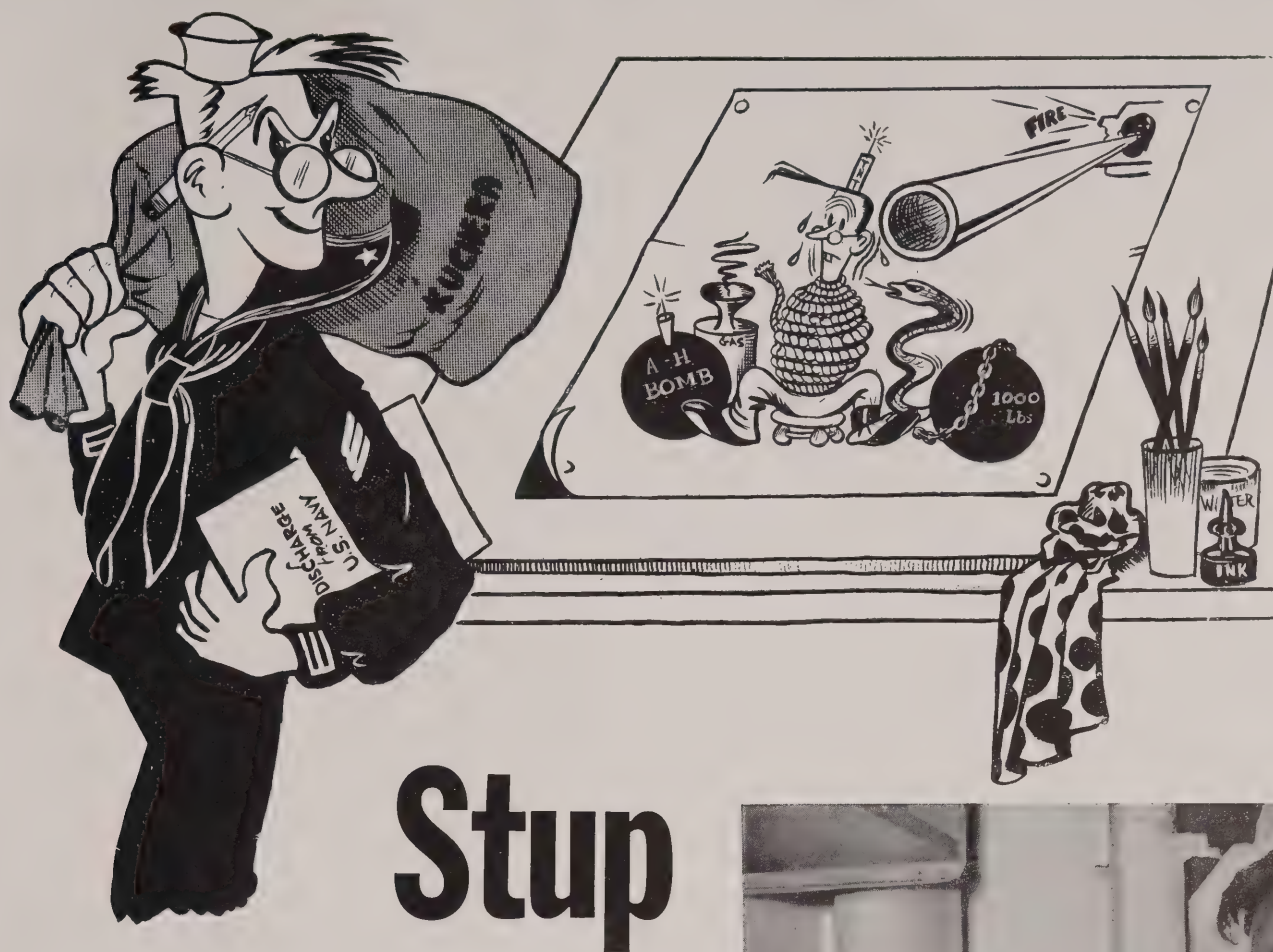


Second Place
Miss Hidigo Suzuki of Yokosuka, Sponsored by W.H. Jones, SN, FA Div.



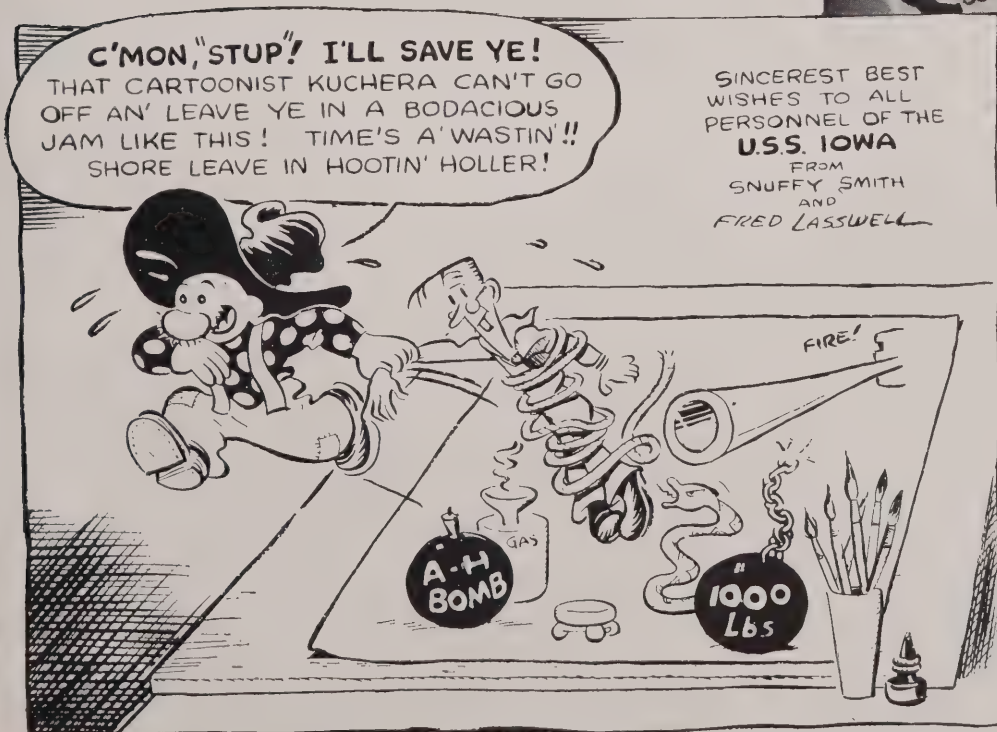
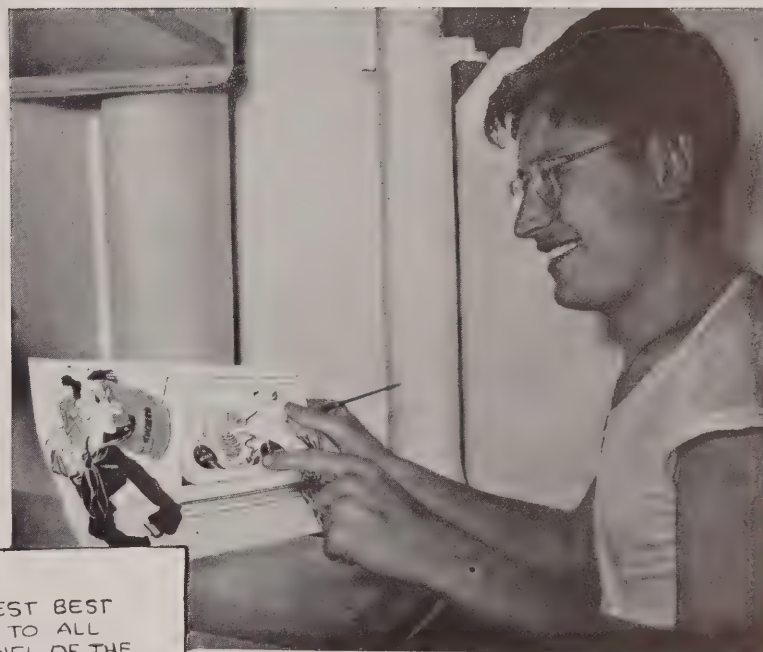
Third Place Miss
Teruko Arimura of Sasebo, Sponsored by J.H. Turner, SA, 6th Div.





Stup

It wasn't until after the scoundrel had stepped across the gangway on his way home for discharge that we realized Kuchera, our cartoonist, had villainously involved our cartoon character "Stup" in a well-nigh inextricable predicament. In desperation we shot off letters to the top-flight comic strip artists back in the states, pleading for help in our hour of need.



SINCEREST BEST
WISHES TO ALL
PERSONNEL OF THE
U.S.S. IOWA
FROM
SNUFFY SMITH
AND
FRED LASSWELL

They came through most generously and promptly, and in no time at all every comic strip character within ten thousand miles was rushing to Stup's rescue. The noble job they did is shown on the following pages.

Our grateful and sincere thanks go to the artists who so kindly gave of their time to honor our book and our ship. Henceforth, we will read their productions with an even deeper pleasure than before.

“....I thank you very much indeed for the compliment of your request. However, Stup’s predicament is so involved that all of my “Toonerville Folks” together would be unable to rescue him. Instead I am sending “The Powerful Katrinka” to welcome her sweetheart upon the IOWA’s return. My thanks for the privilege of being represented in your Cruise Book....” (Fontaine Fox—“Toonerville Trolley”)

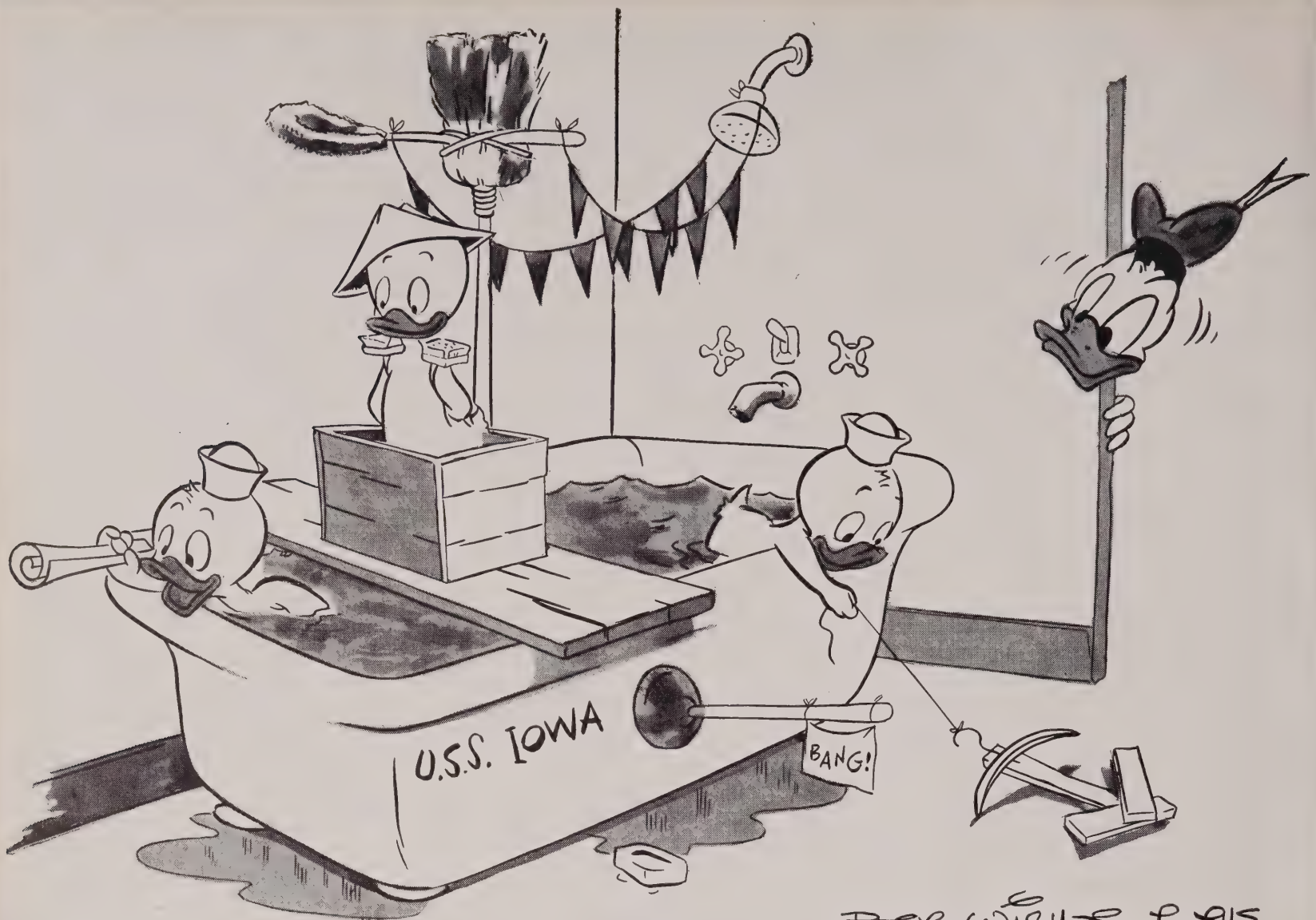
(Milton Caniff—Steve Canyon)

and MILTON CANIFF
NEW YORK
JULY 1952



"....I will feel honored in having my comic strip characters appear in your Cruise Book...." (Lank Leonard—Mickey Finn)

TO "STUP" AND ALL HIS FRIENDS
ABOARD THE U.S.S. IOWA - WITH
BEST WISHES FROM MICKEY FINN,
LINCIE PHIL AND TANK LEONARD



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World Rights Reserved

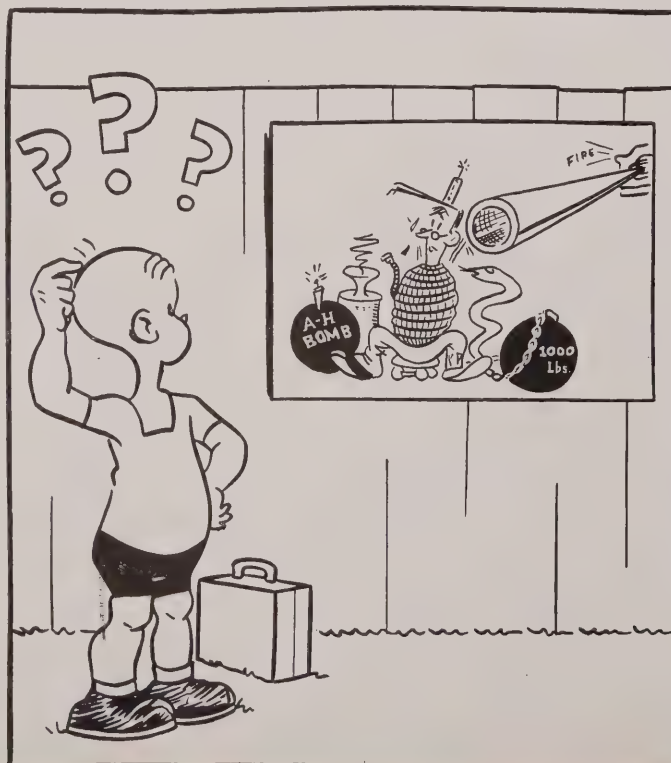
".....We hope that you and the crew of the Iowa find the drawing helpful to your book.
With sincere good wishes....."

(Walt Disney—Donald Duck)

BEST WISHES TO THE
"U.S.S. IOWA"
Walt Disney

".....We are both
proud and happy to
contribute our bit to
your Cruise Book. We
salute you and your
crew, and will always
be available for car-
toons or anything else
we can offer to the
Navy. Thanks for
thinking of HENRY
....."

(John J. Liney, Jr.
—Henry)



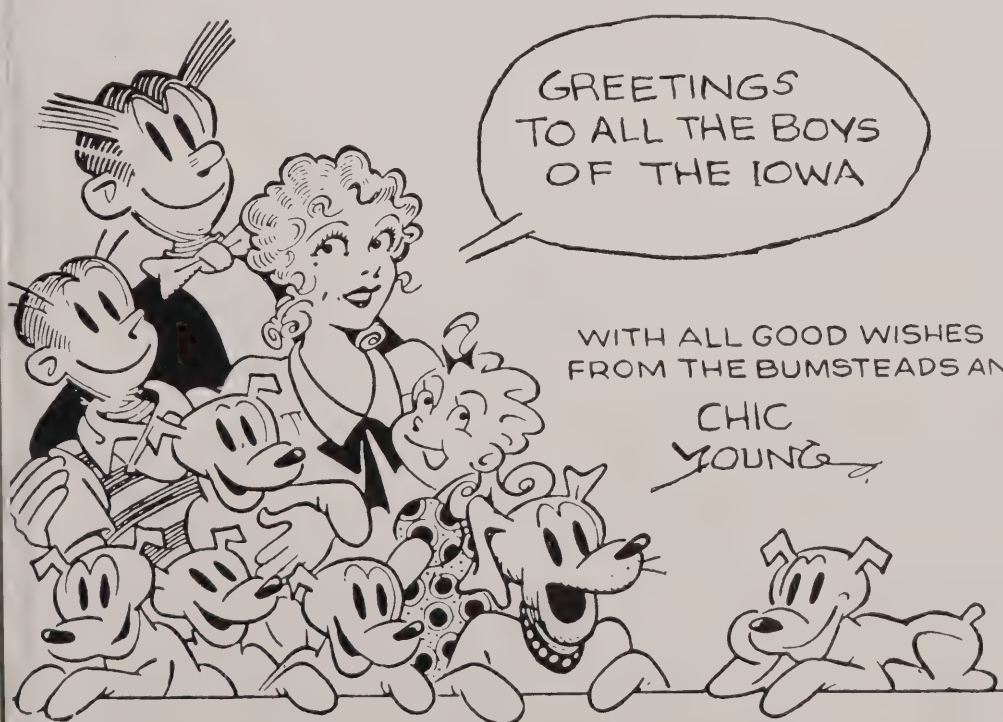
© KFS

JOHN LINEY



".....It is a pleasure to take time out to do a job for the Navy. I count among my friends many of the officers and men of the U.S. Navy. My thanks to you for the pleasure and honor you have done me in asking me to make this drawing. The best of luck on all your cruises to you and the entire crew of the IOWA.

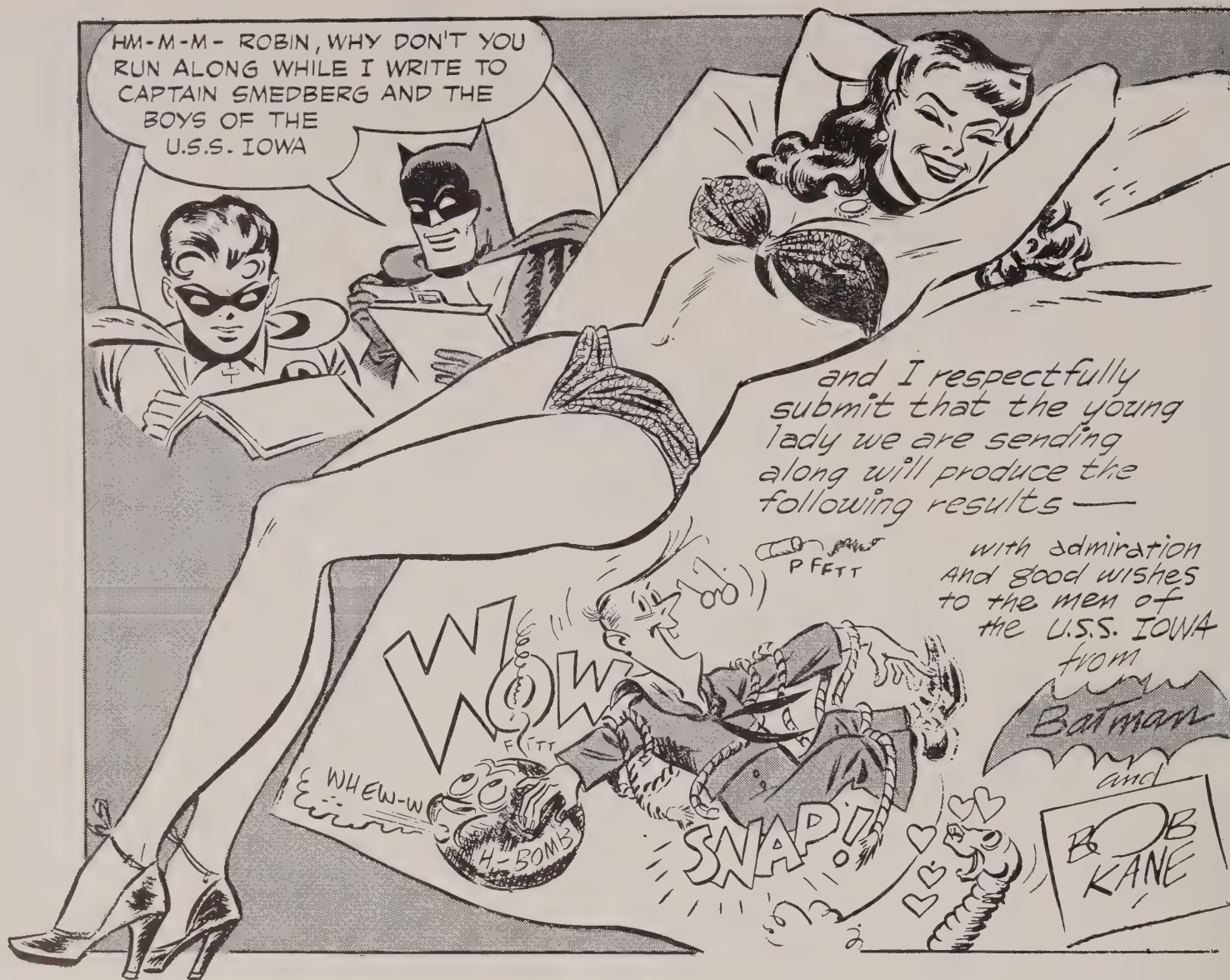
(Martin M. Branner-Winnie Winkle)



".....I am enclosing a sketch for use in your forthcoming Cruise Book..."
(Chick Young-Blondie)



".....Hope this fits in your plans. Thanks for asking me....."
(M. C. Blosser-Freckles and his Friends)



"....we do hope sincerely that it meets with your and the crew's approval. We would be most grateful if you would send your Cruise Book...."

(Lew Sayre Schwartz and Bob Kane—Batman)

"We think that Cartoonist Kuchera was a stinker to leave poor old Stup in that predicament and accept a discharge because the bum probably didn't like doing nice simple little chores, like swabbing decks, policing the head, etc. He's probably in civies now, doing a comic strip. We hope so. It'll serve the bum right.

All the best from here on to Stup and the rest of the IOWA mob—you're great.

Joe Palooka
Humphrey
and Ham Fisher

"....I hope you and your crew will like the sketch. May I offer my sincere congratulations to you on the grand job the IOWA and her lads did in their recent action in the Korean "police job." All my regards to you and the members of the IOWA crew...."

(Ham Fisher—Joe Palooka)





EDMANDELL

gunnery dept...



CDR. L. F. Bassett



CDR. W. B. Rodman, Jr.



LCDR. C. W. Smith



LCDR. F. M. Barton, Jr.



LT. H. B. Jones



LT. L. R. Degarmo



LT. R. K. Prout



LT. J. M. Prosser



LT. R. H. Doolittle

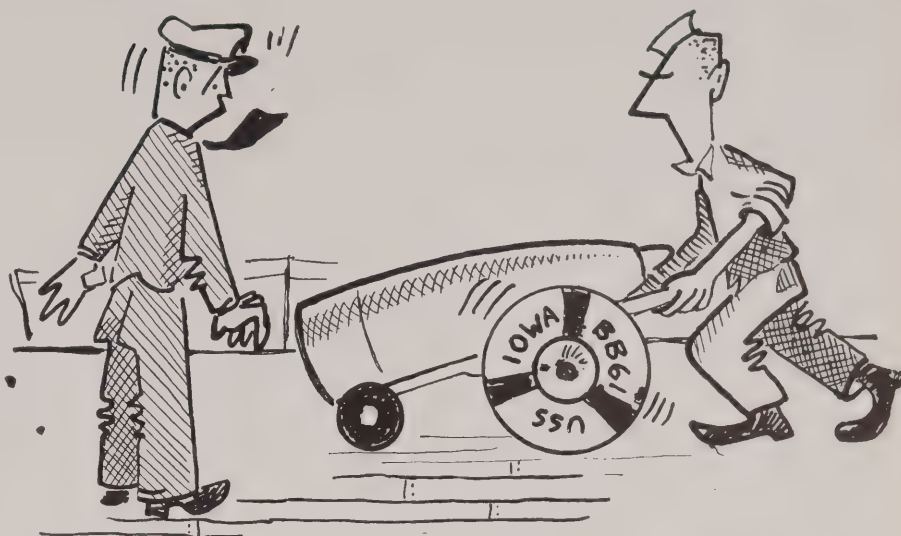
first division

As each round from Turret One lands on enemy targets, the Reds suffer under the smart and accurate gunnery of the First Division of the USS IOWA. We man this giant war machine, and take care of all necessities concerning it, from painting and cleaning to firing the one-ton shells.

Our bailiwick extends from the forward quarterdeck to the bullnose, all of which we keep in "ichiban" condition. This includes plenty of teakwood to holystone and bleach, all the ground tackle on the forecastle, and, of course, 16-inch turret Number One.

The quarterdeck has to look especially sharp, for it is the first impression of the ship many visiting dignitaries receive when they are piped on board. The shiny accommodation ladder with its tassels, the spotless deck, the fresh paintwork, and the gleaming brightwork are all the results of our labors.

On the forecastle, we're the men you see wrestling with those ponderous anchor chains, manning the wildcats, and giving the signal when the hook is out of water or just hitting same. When the IOWA sails into a port, the thing the landlubbers see is the FIRST part of the ship. . . "property of" the FIRST Division.

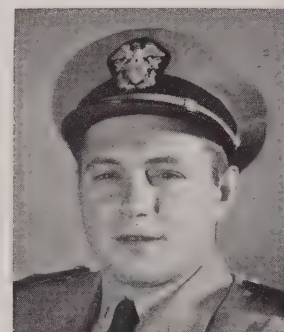




Back Row: Spaulding, B., Duckworth, H. L., Canton, D. E., Climer, R. L., Dunn, J. W., Dodds, R. O., Gamby, J. M., Goss, J. A., Comley, H. E.
 Middle Row: Fujimoto, B., Bostick, F. D., Baker, L. R., Warmack, C. L., Morsa, J., Vickers, Bailey, J. M., Garth, D. T., Enery, J. E., Steen, H. D.,
 Conley, B. P., Bourbon, M. A., Thompson, H. L. Front Row: Evans, H. H., Mellema, R. C., Burge, J. B., Trosclair, R. J., Stout, F. G.,
 Armour, W. H., Snodgrass, E., Johnston, P. D., Keenan, J. L.



LT. J. Ortutay, Jr.



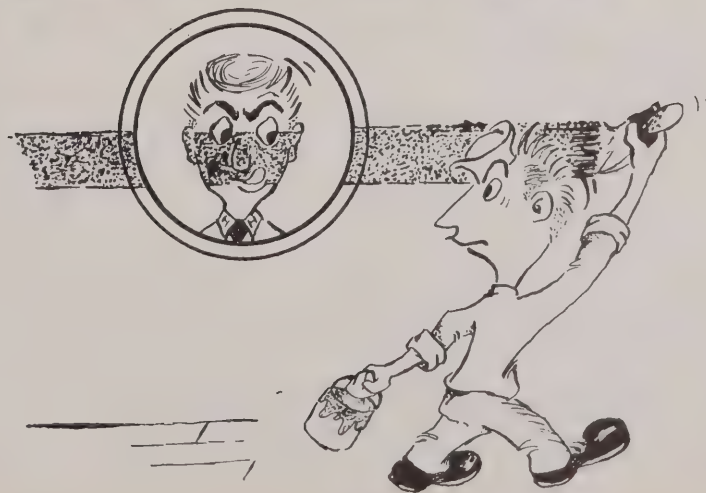
ENS W. A. Schoen



Back Row: Beach, W. L., Deleon, E., McLaughlin, J. R., Dodson, A. C., Moananu, V. L., Tapp, C., Ashcraft, B. C. Middle Row: Blocker, O.,
 Allen, J. B., Brace, E. L., Storm, Kinniganes, K. R., Gray, J. K., Brannan, V. L., Burns, A. W., Gines, L., Bumpus, R. Front Row: Dinatelo,
 A. D., Skillen, D. G., LaFrance, Cole, C. C., Anquelley, J. R., Duggins, J. J., Perry, G. W.



Back Row: Turner, D., Matey, E. D., Caron, J. J., Adair, O. S., Loftin, H. E. Adams, W. D. Middle Row: Blankenship, J. M., Bea, L. C., Reynolds, T. C., Gorman, E. L., Black, V. M., Rhodes, E. L., Bryson, R. E., Nolen, C. E., Karn, E. L., Broussard, R. J., Broussard, R. A., Douglas, J. W. Front Row: Dickman, R. E., Brooks, A., Adreon, D. L., Bair, R. E., Black, C. R., Davis, M. E., Loy, J. R.



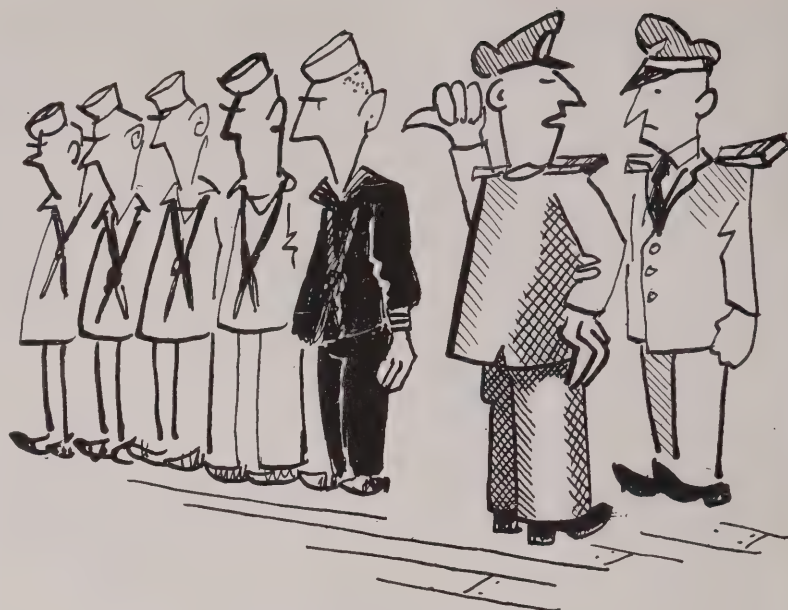
second division

So you'll know where to find us, should the occasion ever present itself, our slaving spaces are on the main deck from the bow aft to frame 99 on the port side, part of the 01 level, and Warrant Officer's country, the anchor windlass room, and one or two others. We're pretty well dispersed, it seems.

The 16-inch turret that fired the 2000th round since the IOWA's debut in the Far East this time was our ward, Turret Two. Manning the turret at general quarters, we also have the maintenance of this destructive equipment under our command.

During the 1952 Navy Relief Annual Call for Contributions, the Second Division proudly and willingly led the divisional competition with a total donation of \$1,329.

Other reasons similar to these are the reasons why our division officer, Lieutenant (JG) DeBaney, and our junior division officer Lieutenant (JG) Troutman are so justifiably proud of their crew . . . we may be Second in name, but we modestly think we're first in the things that count.

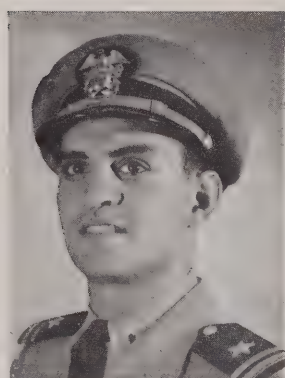


One of the 10% eh!

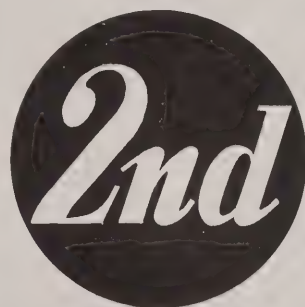




Back Row: Garrett, G. G., Sellers, M. C., Rintala, M., Wilson, J. E., Burgess, R. D., Riddick, G. T., McCabe, E. E., Broz, W. D. Front Row: Greenleaf, J. S., Dominick, T. J., Johnson, M. R., Hathaway, N. R., Cowan, M. E., Whited, A. L., Farrar, C. L., Williams, R. C., Morgan, R. A., Showan, B. K.



LT. T. L. Debany



LTJG G. E. Troutman



ENS. O. W. Boicourt



Back Row: Hopper, G., Farrar, C. H., Koenig, E. A., Goggia, J. J., Hudson, T. V., Johnson, D. R., Vargas, L. R., Gallardo, E., Herring, J. E., Fincher, W. M. Middle Row: Bradley, W. G., Bivona, A. C., Marazelk, S. J., Byers, J. A., Pehl, C. C., McClennan, R. W., Kennedy, E., Meyer, E. T., Valceda, R., Howell, R. L. Front Row: Holesa, R. P., Stone, J. R., Wilder, R. F., Buck, S., Henderson, J. F., Rabon, B. D., Goff, V. W.



Back Row: Hathaway, J. E., Harrison, O. L., Hagen, C. M., Davis, C. S., Hetrick, E. W., Carden, J. T., Phillips, J. G., Anderson, W. E., Smith, C. D., Key, H. W., Jaqua, E. E. Middle Row: Jenkin, R. W., Lograsso, F. P., Dawkins, J. N., Battles, H. L., Wilson, M. E., Holm, V. K. Hudson, J. L., Gonzales, W. G., Larimer, W. I., Chase, R. R., Hodge, R. A. Front Row: Hartman, W. A., Holbrook, E. E., Hall, P. L., Catoc, O. V., Gispanski, J. A., Hadden, B. V., Mather, D. R., Barnes, W. F., Lepage, R. H.

2nd



third division

The "back porch sailors," or the men of the Third Division, are responsible for the appearance of the broad fantail of the IOWA. The main deck aft is used for purposes ranging from a quarterdeck for visiting dignitaries arriving by helicopter, to a flight deck for the helos themselves. Movies are generally held on the main deck aft in port, and during replenishment and rearming the teakwood is a scene of great activity. In the face of all this, we manage to keep our area up to inspection standards for the scrutinizing, experienced eyes of the visiting officials.

The deck gang is run by Wick, BM1, and Schrecongast, BMC, who have a smooth running outfit regardless of some of the opinions they express to us. (Ahem!) During General Quarters, the Third Division mans 16" Turret Three. Our Division Officer, Lt. Herrick, is the key man in the turret during GQ. When the helicopter is on board, Turret Three cannot be fired, but we make up for it when the "Lucky Lady" is airborne. We might add here that we in Turret Three are the undisputed loading champs of the ship at this writing. It's not uncommon for a complete loading process (from battery to battery) to be accomplished in nineteen seconds.

Ensign Hofener, the Junior Division Officer, conducts the training program of the division. He takes care of the numerous administrative details, and is a main battery spotting officer during condition watches. Ensign Tidwell has the king-sized job of division damage control officer.

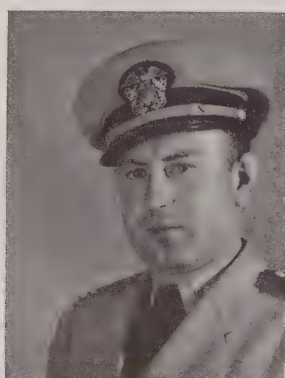
During the drive for Navy Relief funds, the Third Division led the ship in its class until the last day, but still showed in third place.

This should show why the ship is as proud of the Third as we are of the "Mighty I."





Back Row: Kohler, H. L., Faust, J. H., Nickell, L. L., Livers, W. G., Monnin, J. M., Hughes, R. M., Wick, J. F., Renish, R. M., Gertling, R. J., Sims, R. A., Eckles, D. E., Pruitt, M. L. Middle Row: Warren, E. C., Riskus, P. P., Jones, C. W., Baker, M. E., Martinez, E., Schrecongost, Bowman, T. S., Davis, C. L., Mosley, C. L., Goetsch, D. E., McIntyre, H. L., Kitsmiller, E. L. Front Row: Beadle, F. D., Wilcoxon, R. L., Garrelts, B. W., Bryant, L. H., Barrow, B. R., Tucker, E. S., Ketchum, H. K., Mann, J. E.



LT. C. H. Herrick



ENS. H. R. Hofener



ENS. E. V. Tidwell, Jr.



Back Row: Massey, B. E., Sykes, H. L., Pittman, J. C., Jones, R. E., Latlaop, V. E., Pittman, M. K., Roberts, L. R. Miller, E. J., Maxwell, P. H., Clark, J. E. Center Row: Barnes, W. F., Schofield, B. V., Davis, W. P., Phillips, R. B., Lacasse, W. J., Coleman, G. E., Brown, K. L., Pierce, R. W., Williams, J. P., Spratt, J. D., Napier, R. I., Allen, R. R. Front Row: Mahon, J. W., Leverett, J. R., Teagle, A. W., Jones, T. N., Smith, J. R.

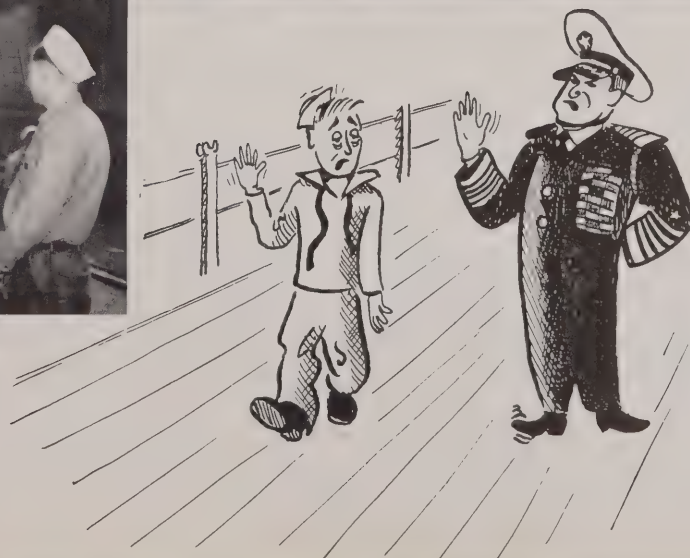
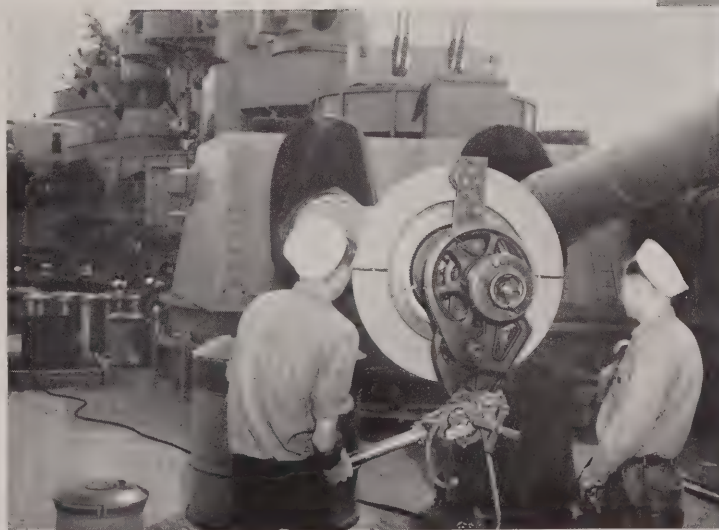


Back Row: Broomhead, D. K., Larson, K. D., McGaughey, J. R., Spears, L. L., Donley, T. E., Penrod, J. W., Lewis, L. L., Roseke, O. L., Greene, J. H., Livingston, J. R. Center Row: Brannon, A. E., Hines, H., Lipps, E. D., Bird, L. T., Mead, J., Miller, S. G., LeBarron, D. D., Stevenson, A. D., Hensley, J. C., Coddington, D. O., Davis, K. D., Lavin, A. Front Row: Mounger, F. E., Valle, C. A., Schiavon, J. D., Sage, B. J., Maxwell, R. J., Leggett, L. E.



ENS. W. D. Bennett

3rd



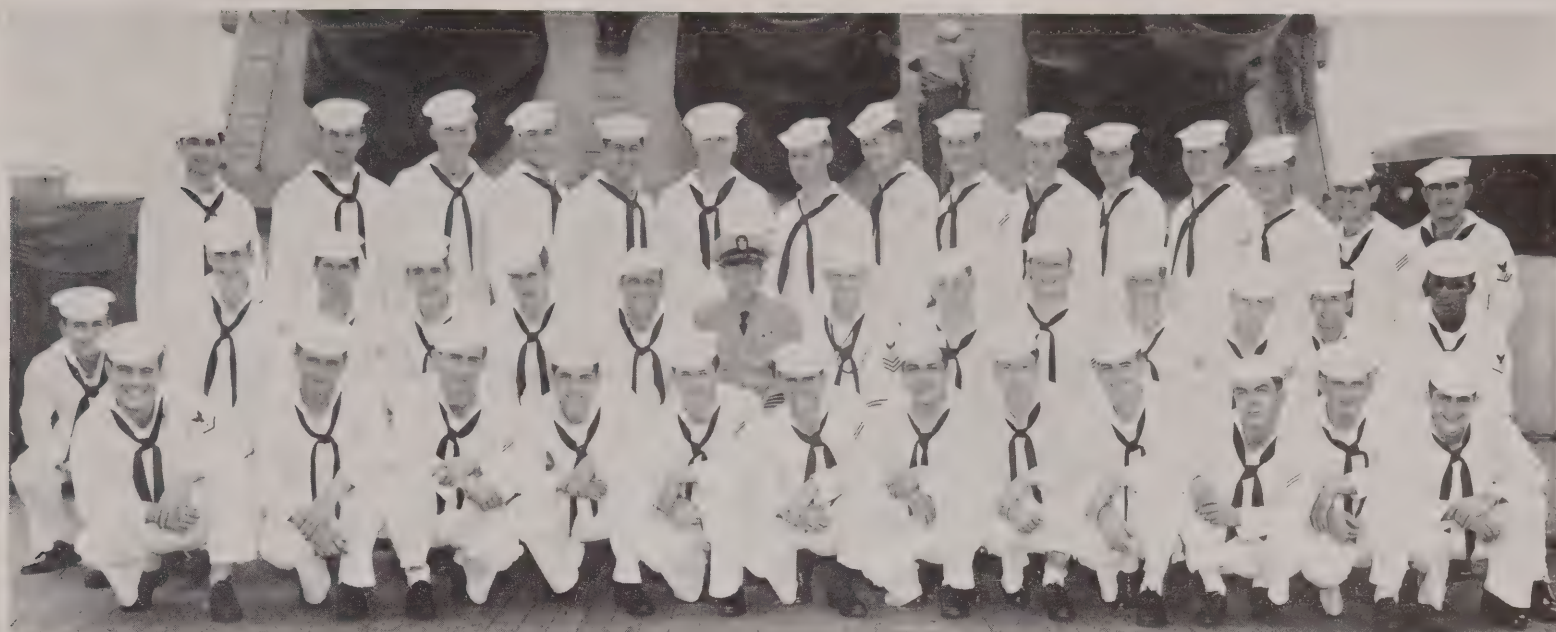
fourth division

Our division is a courageous crew,
 We have rebels, yankees, and Taxans, too;
 We have bosun's mates and gunners by the score,
 When all work is done, they obligingly find more;
 We are the men of the holystone,
 In that routine we work to the bone;
 We sweep, we swab, and wipe bulkheads down,
 And knock off for sleep when the "boat's" isn't around;
 We scrape and chip and paint all day,
 But only when a P.O. comes our way;
 We man whaleboat two and motorlaunch four
 Whenever someone wants to go ashore;
 All the portside five inch guns we man,
 To hurl some shells to those Reds on land;
 Down bunks is always our highest ambition,
 But each time we rate it we load ammunition;
 We're always ahead in a donation race,
 To us, all others look for the pace;
 This is the tale of the division named Four,
 We're the officers, the P.O.s, the seamen of the hour.



You remind me of some girl I'm glad I never met!!

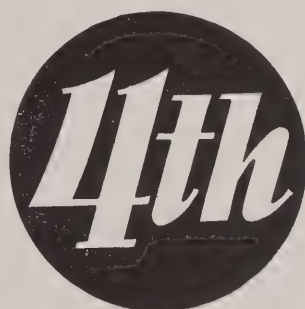




Back Row: Pomeroy, R. H., Buxke, R. O., Fields, D. H., Toteat, C. B., Wagoner, W. D., Carson, B. E., Gentry, R. M., Hume, T. J., McCullough, O. K., Sechrist, C. D., Owens, R. C., Kroll, G. E., Langston, N., Gasior, F. E. Middle Row: Rosenbloom, K. L., Bullard, R. E., Poyner, J. A., Michalak, J. W., Kerfoot, D. E., Everson, W. W., Van Dussen, L., Haws, E. G., Cox, V. K., Dalton, R. D., Brooks, E. F., Wilson, L. W., French, F. C., Pryor, J. Front Row: James, W., Chamberlain, L. D., Poston, J. S., Young, W., Sutton, E. C., Morgan, D. R., Di Ciccio, A. A., Earls, T. R., Blizzard, C. M., Stuchell, N. L., Hensley, V. C., Rebich, V.



LT. R. M. Swanson



ENS. W. E. Campbell, Jr.



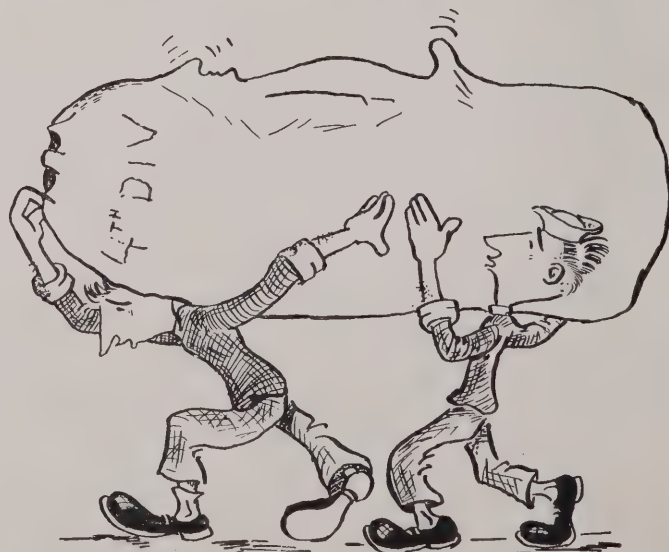
ENS. H. S. Brown, Jr.



Back Row: Cox, C. E., Sheather, D. E., Smurda, E. J., Rans, F. A., Bellamy, J. A., Kennington, C. C., Chauvin, M., McDonald, G. R., Kersh, R. E., Bohanon, H. L., Walstead, R. G., Kanish, J., Work, R. H., Brandt, A. W., Arbuckle, B. R. Middle Row: Lara, R. A., Bowser, J. J., Palardy, R. D., Burke, J. G., Kalestad, R. D., Block, C., Jones, R. W., Sandberg, E. G., Keenan, G. L., Courtney, J. A., Barrett, W. R., Culpepper, W. R., Poe, T. R. Front Row: Green, H. L., Edwards, H. D., Sampson, T. R., Fox, J. R., Murphy, T. T., Brentlinger, M. G., Schenk, M. D., Stultz, D. G., Richard, C. O., Ratliff, C. M., Hughes, C. A., Pinherio, T. R.



Back Row: Nichols, W. C., Brunn, J. R., Rice, F. S., Millspaugh, W. E., Kennedy, B. A., Hunter, R. C., Moser, M. L., Ball, K. E., Smith, C. L., Mellor, P. L., Mayo, R. A., Handy, H. D., Craig, R. W., Winham, J. L., Richwine, W. A. Middle Row: Arelt, J. Jr., Pehanick, J., McBride, J. J., Billingsley, C. L., Milleh, B. G., Morrison, H. E., Cinnamon, F. W., Badgett, T. J., Newcomb, J. O., Dees, J. H., Deatherage, J. K., Russo, J. J. Front Row: Chavez, A., Jones, H. N., Field, K. H., Ulrich, J. B., Carlquist, F. F., Johnson, B. J., Horton, J. L., Pickens, J. W., Carney, L. E.

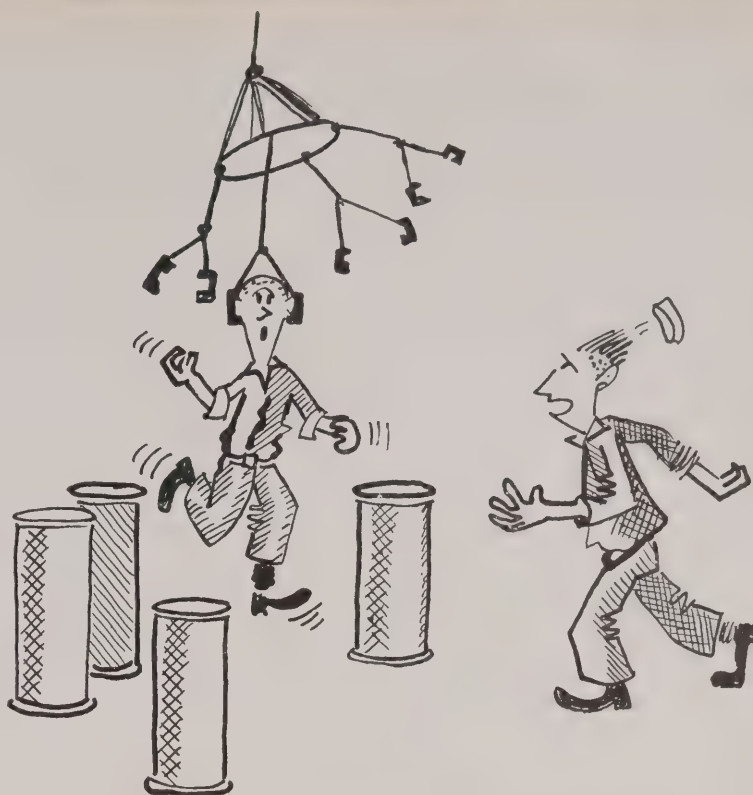


fifth division

When you see those close patterns on a drone or a sleeve from the starboard five-inch batteries, make a mental note that the Fifth Division is responsible for it. Although designated the secondary battery for the ship as a whole, the five-inch guns are the primary air defense batteries for the IOWA; so don't let the size of those big 16-inchers impress you too much.

If the occasion is "man overboard" or "abandon ship, either drill or the real thing, again we play an important role, for it is our starboard life boat that is always manned and ready in a matter of seconds. And of course, you will always find a good turnout from the Fifth Division at high line transfer stations and fueling details. (We're just out there because we like to hear the band play, of course.)

We boast one of the largest divisional complements on the IOWA, with approximately one hundred and thirty men on our Watch, Quarter and Station Bill. For cleaning stations, this crew can be found working on jobs ranging from the routine field days to an overall cleaning of the after stack. This is the "Fighting Fifth" . . . a division of the which the IOWA is proud, and which is in turn equally proud the IOWA.





BACK Row: Brown, W. S., Groves, P. L., Brooks, B. O., Snowden, F. S., Nokes, D. L., Cahail, D. J., Carlsen, B. B., Ard, D. M., Hess, G. R., Hearn, F. D., Prosser, F. D., Collins, L. Middle Row: Gordon, G. W., Horrocks, E. F., Martin, F. W., Jordan, D. E., Woodard, W. G., Gaylor, C. W., Popowich, E. S., Garrison, J. B., Huffman, H. L., Shoemake, P. T., Pagialonga, N., Murdock, A. J. Front Row: Medina, R. E., Reed, W. T., Earl, W. S., Brown, H. M., Motes R. L., Dean, C. D., Burns, W. P., Lewis, R. L., Kusumoto, M. M., Lutz, J. C., Alcala, B. C., Jerome, E. R. E.



LTJG R. O. Ness



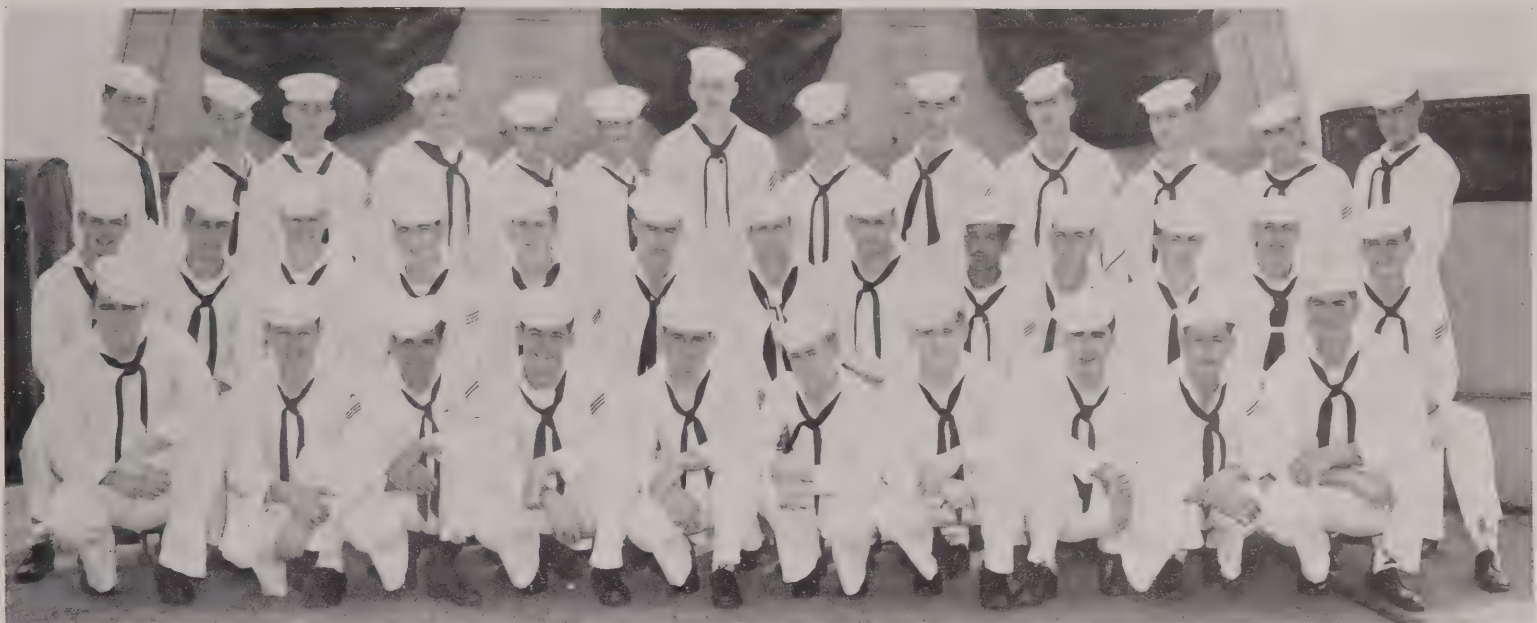
ENS. W. H. Boakes



ENS. C. C. Edwards



Back Row: Rogers, L. F., Riggs, K. N., Wilson, C. E., Brown, J. V., Moquist, H. D., Watson, J. R., Hill, J. L., Marshall, D. J., McClellan, J. C., Wilder, D. N., Bassman, W. H., Wickersham, L., Levholtz, B. H., Di Nucci, L., Walker, C. W. Middle Row: Beauchat, H. E., Garman, R. L., Epley, C. M., Crouch, B. R., Price, F. G., Danielson, D., Gillian, W. E., Hancock, J. W., Anderson, H. E., Suttan, B. R., Chavez, J. V., Sendejo, G. R., Winn, W. G. Front Row: Holloway, J. E., Emery R. E., Petersen, V. J., Maes, A. F., McKenzie, L. G., Davis, J. L., Parker, E. J., Chanley, L. C., Barton, J. W., Brown, O. D., Veith, A. J.



Back Row: Allison, C. O., Kelly, B. F., Mumphrey, R. W., Dickson, B. C., Searles, F. G., Hughes, J. H., Veeder, J. A., Anderson, D. N., Flaherty, E. E., Jones, W. M., Tanner, J. R., Gold, V. H., Romero, J. Middle Row: Dwelly, D. D., Jarvis, M. F., Horton, H., McDowell, J. W., Chatterton, D. M., Quattlebaum, P. D., Anderson, J. H., Ring, R. W., Thweatt, M. C., Hill, R. C., Hood, N. T., Murphy, W. F. Hundley, R. L. Front Row: Smith, J. H., Adams, E. Q., Lopez, F., Knight, R. G., Hemelgarn, H. E., Swenson, W. A., Truman, D. L., Montoya, A., Baty, D. R., Holmes, H. W.

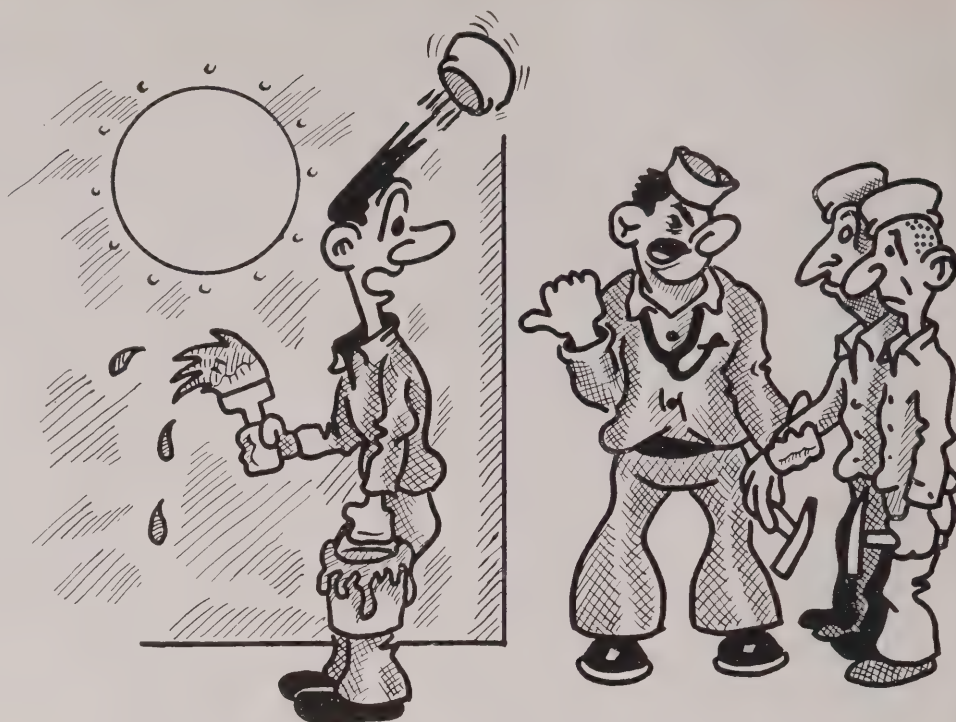


sixth division

Those fresh vegetables and eggs that greet you at chow time when we've been at sea for a couple of weeks or more come to you through the courtesy of, among other people, the Sixth Division. We rig and operate the cargo booms and high lines that bring those provisions over from the cargo ships of the replenishment fleet. The same goes for the handling of supercargo by high line, which often includes those most welcome letters from home. The rigging of accommodation ladders is another one of our specialties. This is your access to liberty, so you see we help to make things pretty pleasant for you guys.

When the time arises for battle stations, we take out for a few of the port side 40 mm. batteries, and man various lookout stations in the superstructure. Our divisional gunner's mates see that the 40's are kept up to par, and assume the position of gun captains at general quarters.

Many of us saw our first taste of sea duty with the USS IOWA's Sixth Division, and sincerely think it is a topnotch outfit to start out with. We'll see other units, some better, perhaps, others worse; but the Sixth will always stand out as the starting point for some, and a high point for others.





Back Row: Crosby, A. T., Cohan, G. E., Farr, A. T., Kelly, B. F., Inman, J. B., Kelsey, W. E., Hutchinson, C. D., Coffey, G. H., Lopkoff, S., Bergman, A. A., Hughes, J. B., Brown, W. T., Guzy, W. S., Worthy, B. G., Dowling, R. E., Greene, W. T., Rogers, L. Middle Row: Kuenstler, J. H., Ruffner, R. D., Crisp, R. L., Kelly, J. W., Scherbarth, H. V., Wingo, W. L., Bolin, G. D., Burch, A. K., Blackmon, F. D., Guyton, J. E. Front Row: Esquibel, D., Still, C. G., Taylor, R., Clark, C. B. Beard, J. R., Look, R. O., Short, F. L., Short, D. A., Hithe, L. J., Chase, J. R.



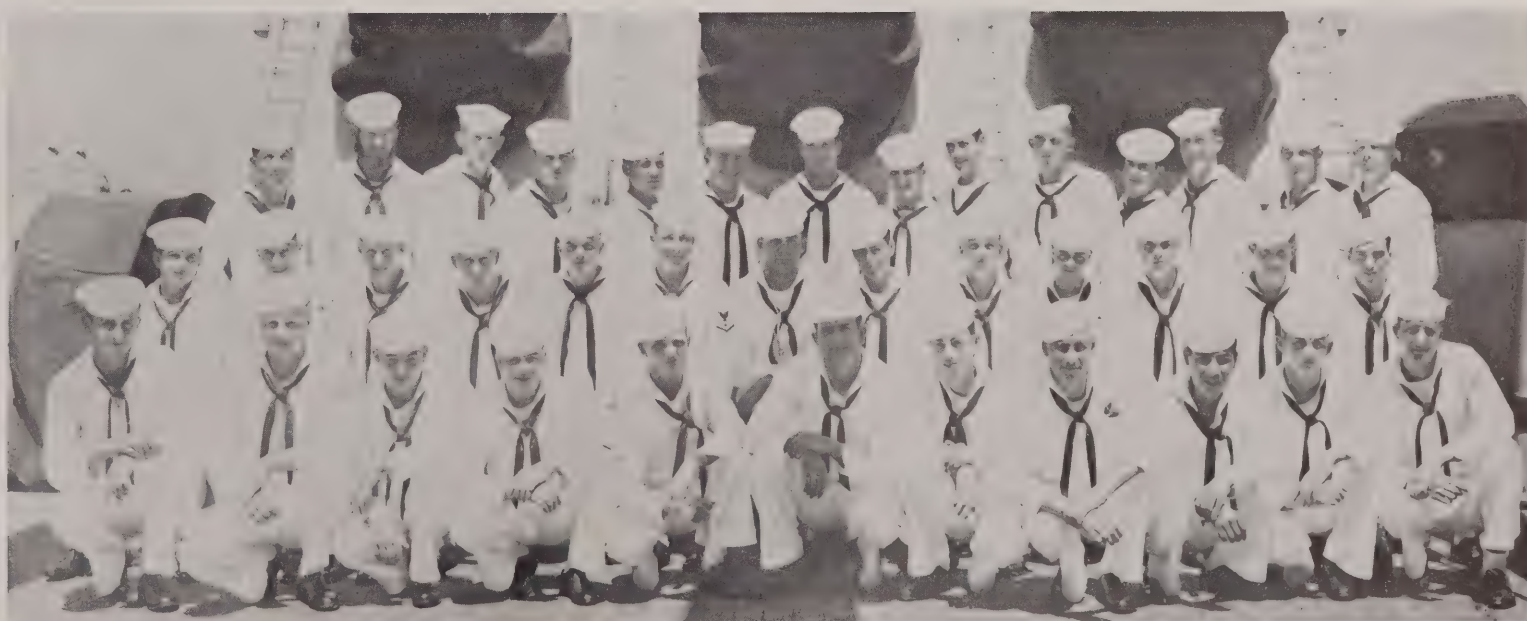
LT. P. F. Ryan



LT. W. E. Davis, Jr.



ENS. B. F. Eichkorn

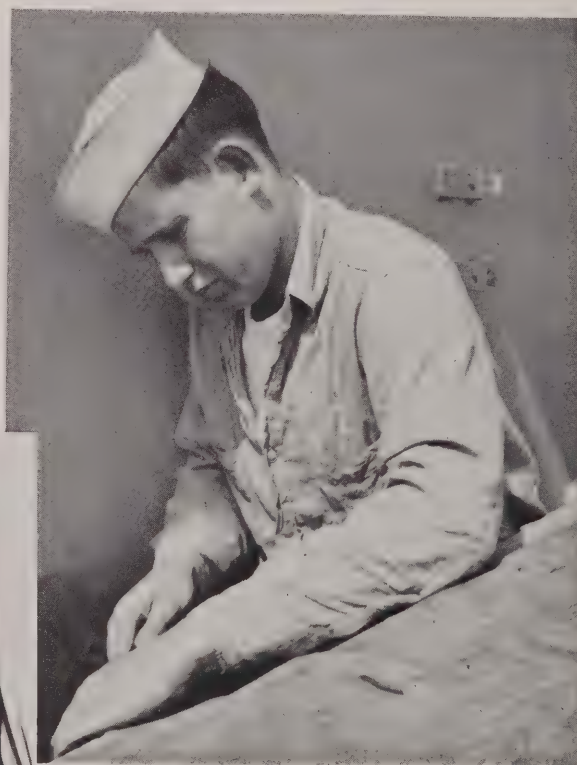


Back Row: Boze, C. F., Ray, J. E., Bailey, G. H., Hilton, P. W., Hidalgo, H. C., Geisler, R. E., Guiderelli, M. J., Messick, L. V., Gale, A. J., Johnson, D. L., Cameron, R. B., Long, M. O., McPhee, P. D., Squires, L. L. Middle Row: Watkins, H. R., Jones, J. P., Montgomery, G. W., Orsich, L., Partridge, W. S., Dunsworth, J. D., Stenzel, C. F., Aycoth, C. N., Ingram, T. F., Tew, D. M., English, W., Wilson, V. J., Stephens, R. L. Front Row: Halvorsen, W. H., Evatt, B. R., Padgett, C., Reese, J. M., Kohoutek, C. K., Lacolucci, F. L., Davis, C. W., Brindley, M. D., Williams, G. C., Gober, L. J., Weaver, C. D.



Back Row: Hoefling, J. J., Thomas, R. E., Caraway, D. L., Ferguson, C. R., Ferguson, R. W., Juedes, A. P., Batz, L. H., Vaughn, H. D., Rogers, K. F., Lewis, S. D., Gilbreath, C. R. Flanagin, R. J., Echols, J. H., Fenwick, E. L. Middle Row: Roberts, L., Hendricks, B. J., Campbell, T. D., Edwards, R. M., Janssen, R. D., Sexton, L. T., Levine, S. H., Detraz, D.C., Stevens, K. W., Ross, A. W. Cochnar J. F. Front Row: Hart, T. L., Bowen, D. C., Adams, M. H., Hancock, T. E., Smith, K. E., Fowler, W. E. Stringfellow, J. C., Brigitzer, S. T., Dearman J. F.

6th



seventh division

Rigging the after starboard accommodation ladder; rigging and operating the high lines for transferring personnel and supercargo, fueling, and mail transfers; manning motor launches and motor boats for liberty parties and supplies; all these and more are a part of the work load of the Seventh Division.

When the condition watches are set at sea, we man seven of the nine 40 mm. machine guns on the starboard side, keeping a constant vigil for potential air attacks. These same stations are full of Seventh Division men during general quarter, when full battle dress is the uniform of the day, and enemy planes a possibility.

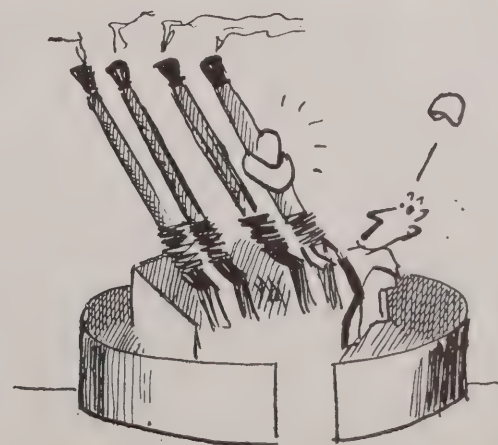
This division is no different from most of the others . . . but naturally we think it's a little better . . . our petty officers a little more rugged . . . our seaman a little more hep . . . our officers a little more competent . . . and as a whole, a lot sharper.

Going about our daily duties, we can get plenty dirty, but comes the time for Captain's inspection, or liberty, and you'll see the shiniest shoes, the whitest hats, and the smoothest uniforms on deck.

Those are the results of having a whole lot of pride in your division.



"More powder, you fools!"

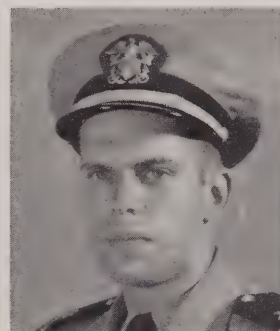




Back Row: Rogan J. T., Ford, J. C., Peters, D. E., Nieuwsma, A., Starkovich, E. L., Mash, E. H., Munuz, L. G., Russel, S. L., Harms, A. T., Farley, D. E. Middle Row: Hollis, E. J., Mizzel, L. A., Merritt, C. F., Lujan, I. J., Pennington, A. J., Lamb, J. D., Owens, H. H., Hughes, H. L., Rumsey, R. C., Gavitt, G. A., Williams, M. H., Thomas, D. L. Front Row: Henery, H. G., Gardner, L. E., Harshman, J. E., Cortez, R., Yelton, D. E., Denham, T. L., Trejo, D. R. Thelin, D. J., Sison, M. C., Davidson, P. D.



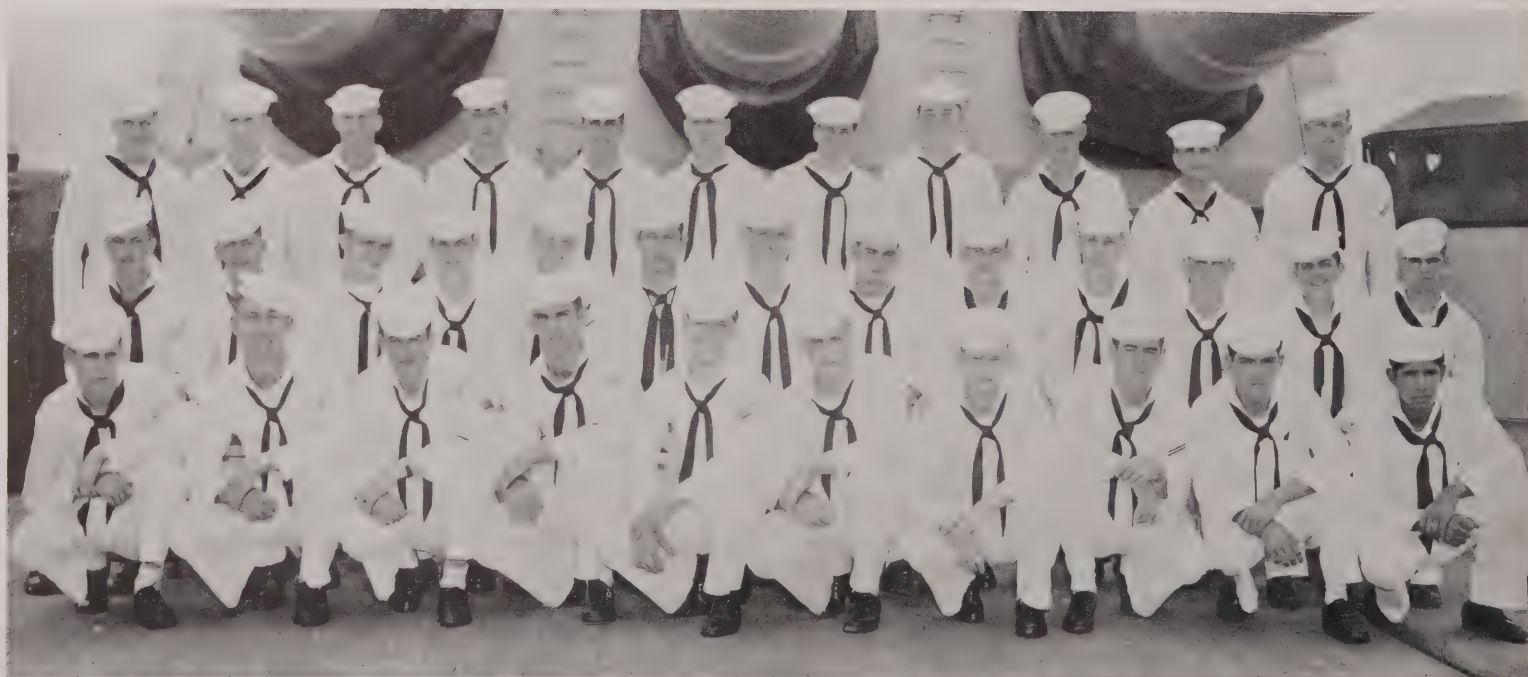
LTJG J. E. Tormey, Jr.



ENS. S. R. Marshall



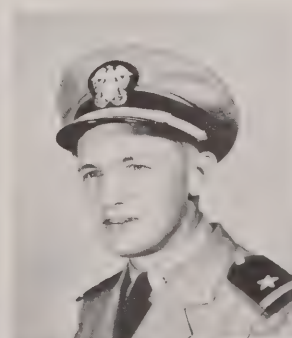
ENS. R. H. Blass



Back Row: Talbert, H. D., Holloway, F. B., Pine, A. T., Cox, L. H., Gonzales, R., Waddle, G. S., Wallace, J. L., Todd, J. F., Holley, R. H., Sinks, R. E., Holley, J. C. Middle Row: Launder G. N., Jones, W. C., Smith, W. E., McKinnon, D. L., Milton, J. W., Lonergan, C. E., Elkins, V. S., Griffith, R., Lambert O. R., White, K. E., Nash, B. T., Yankush, A. T., Wheeler, R. L. Front Row: Rose, A. A., Nemitz, A. R., Cassidy, P. R., Bain, D., Fennel, H. L., Junkins, C. H., King, W. R., Thompson, K., Griego, F., Torres, A. N.



Back Row: Yokum, T. E., Phillips, R. H., Gunter, D. S., Mortenson, P. J., Holt, B. J., Ressman, P. N., Rains, Y. L., Gray, C. N., Gregory, F. P., Derrick, R. J., Baker, L., Shed, E. K., Orr, G. R., Yurkovich, F. A., Shelton, J. A., Gould, L. J., Buzzard, W. I., Wolfe, J. T. Middle Row: James, J. A., Remley, O. H., Yarbrough, J. D., Wilson, D. K., Souvas, W. G., Dorrance, D. K., Bosler, M., Barker, R. E., Wierd, Cantlin, G. R., Hernandez, D., Grim, B. R., Thomas, L., Borak, R. J. Front Row: Husband, L. M., Riddle, D. A., Talbert, J. H., Silcox, H. J., Bohannon, A. J., White, R. H., Moon, C. R., Barfoot, H. A., Casselman, D. H., Walling, C. M., Shickle, K. W.



ENS. J. H. Flaherty, Jr.

eighth division marine detachment

"Guard—Tensh-HUT!" "Inspekshun—HARMS!" Familiar phrases to us of the 8th Division, for we differ somewhat from the other seven deck divisions. We are the Marine Detachment of this man-o-war. There are 68 of us . . . some coming from Sea School in San Diego, some from the sunny hills of Camp Pendleton, and others from various guard Companies throughout the states. (You all remember the states, don't you?)

Our primary duties as Guard Detachment are to protect the government property on the ship, (which, as you might guess, takes in about everything) watch over the men in a prisoner status in the ship's brig, and act as orderlies for the Commanding Officer and Executive Officer. Then there's always the honor guards. It's a good feeling to hear "a fine guard" coming from a top Admiral or General after spending a couple of hours standing in the hot sun wearing full dress blues, or "strait jackets."

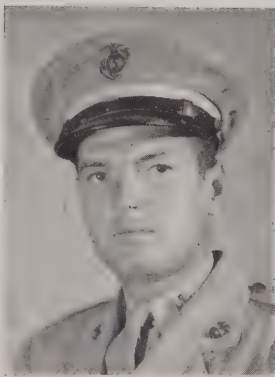
Aside from all our glorious formations, we're still Marines and have to keep "squared away" in the traditional Marine Corps fashion. There's always that small possibility of landing on some little island, and we've got to be ready to go on no notice. In between standing watches and guard details, we get schooling on landing force tactics. Our rifles must also be kept clean at all times and ready to fire.

All this, cleaning rifles' shining shoes, polishing buttons, standing watches, and keeping up to date on our "Marine Corps Bible" helps us keep the reputation that sea-going leathernecks before us have established . . . "Pride of the Marine Corps."





Back Row: Clark, R. L., Simmons, H. L., Montejano, J. L., Dalrymple, C. V., Arndt, R. L., Fallace, S. E., Brown, W. W., Perkins, C. M., Zoro, J. A., Wright, W. E., Mays, B. D., Rathbun, G. W., Bass, W. D., Finley, W. G., Lundbeck, L. W., Bell, R. L., Kendrick, T. R., Hawkins, C. F., Camp, G. F., Carter, J. L., Veatch, J. F. Middle Row: Hass, M. A., Hunter, J. C., Horka, K. L., Kirkpatrick, K. A., Kimzey, D. B., Ho, F. L., Gorden, D. W., Moore, J. R., Cooper, B. R., O'Dell, H. W. Front Row: Higens, D. W., Wickham, J., Secunda, P. R., Wonson, M. P., Campbell, C. I., Hill, J. B., Drbousek, R. L., Ferree, S. H., Morales, F. R.



Major C. I. Campbell, Jr.



1st LTt E. W. Wislar



Top Row: Thomas, J. E., Linquist, A. E., Hallett, B. N., Dille, M. E., Eggleston, R. R., Lezala, K. J., Buckley, R. L., Hovey, R. V., McCullough, H. G., McFadden, R. N., Mellum, E. C., Pitcock, E. T. Center Row: Chapnick, W. H., Jennings, E. C., Bunge, T. C., Morrison, F. E., Bengel, J. R., Dickens, J. G., Hale, Y., Loeffelman, G. L., Thue, P. A., Wood, P. A., Anderson, H. E. Front Row: Padelli, J. E., Hood, G. A., Collins, C. B., Revolinski, D. R., Wislar, E. W., Garcia, T., Weiss, E., Kash, R. L., Lund, R. A., Dickson, J. F.

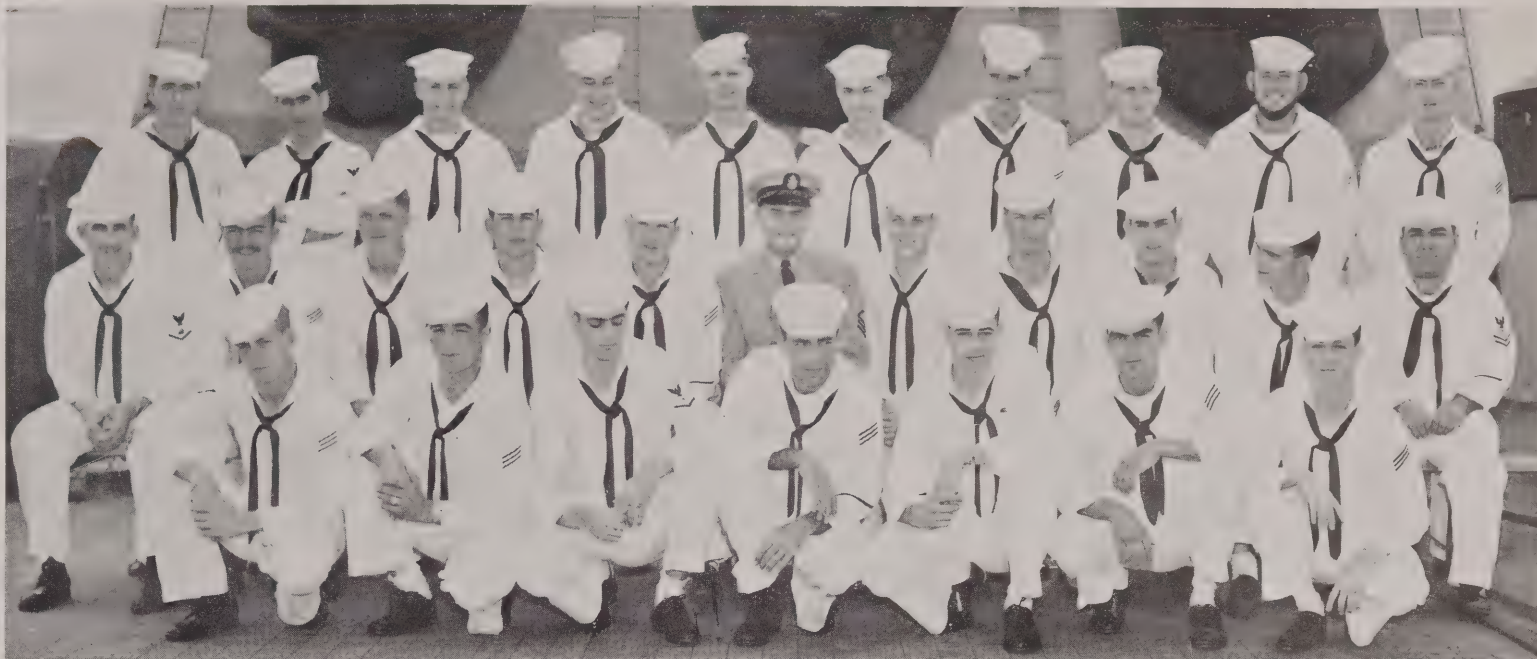
F A division

Let's put a stop to this idea that a fire controlman's job is to control fires. Indeed! It is our job, however, to control the gunfire of the IOWA's secondary battery with the uncanny accuracy for which she has long been noted.

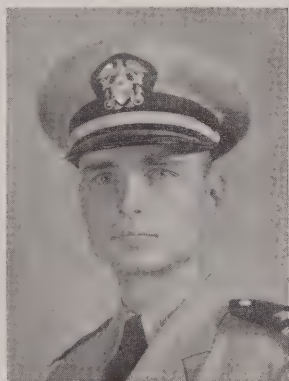
The Fox Able division is responsible for the accurate gun-laying of the anti-aircraft batteries, the 5" and the 40 mm guns. As a result of this occupation, we are dubbed en masse with such titles as "smooth bores" and "pea shooters."

Whenever the spotter informs us of a good five-inch hit on the beach, it's the FA chests that go out. And whenever a drone or a sleeve goes plummeting into the sea as a result of our forties, these same chests protrude again. As anti-aircraft defense, we haven't had a chance—and of course we're all glad of it—to demonstrate our prowess, but as secondary bombarding battery, the five-inches have made a splendid record. The nineteen forty mounts have had no chance for actual combat, but with crews trained to top efficiency we're sure they would produce equally excellent results.





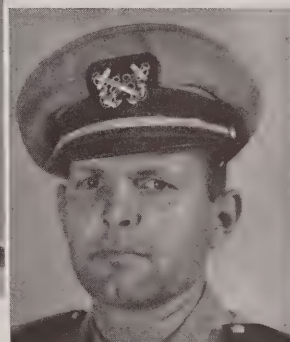
Back Row: Brennan, P. O., Fitzgerald, L. T., Gietl, R. E., Lewis, F. E., Hart, H. L., Biladeau, R. L., Eaton, H. N., Wright, C. D., Jewell, G. A., Bowen, P. E. Middle Row: Feldpausch, H. F., Martin, C. H., Spangler, A. D., Avila, V. F., Smith, G. L., Grimes, J. J., Schwes, E. R., Campbell, M. G., Nickel, R. M., Fink, P. R., Di Cecco, T. Front Row: Adcock, C. L., Jirak, G. E., Rose, F. I., Burke, J. P., Cracchiola, R., Carter, R. E., Bennett, C. W.



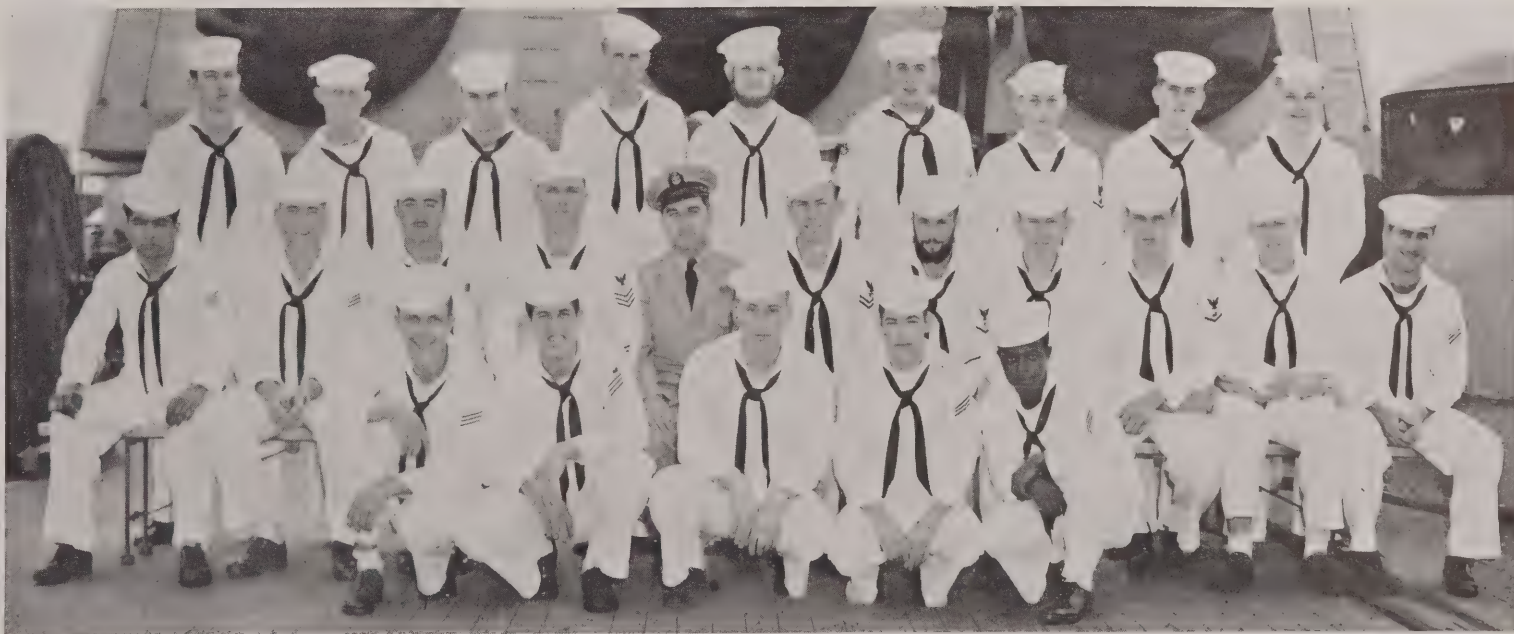
LT. W. R. Wrape



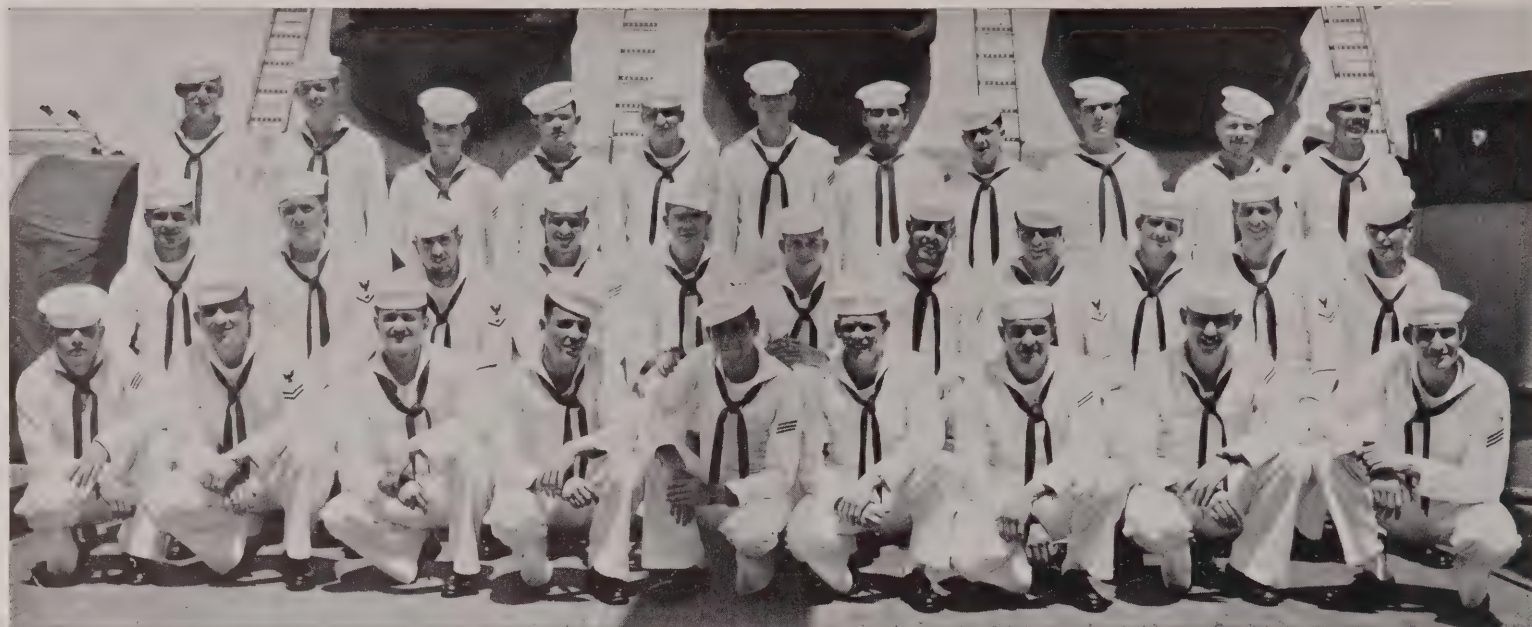
LTJG. W. W. Ford



GUN. L. B. Rice



Back Row: Nix, C. J., Tanner, C. L., Lacy, D. D., Belzer, O. J., Hodgson, R. N., Ormsby, L. B., Morris, C. E., Martin, J. M., Carroll, R. G. Middle Row: Perez, R. R., Kidd, J. P., Fegan, C. K., Clark, D. B., Sherwood, F. B., Parsons, W. S., Bennett, N. L., Hansen, R. M., Lusa, E. J., Aldridge, J. F., Krousos, M. G. Front Row: Buck, B. M., Thayer, R. A., Underwood, W. R., Jones, W. H., Boyd, U.



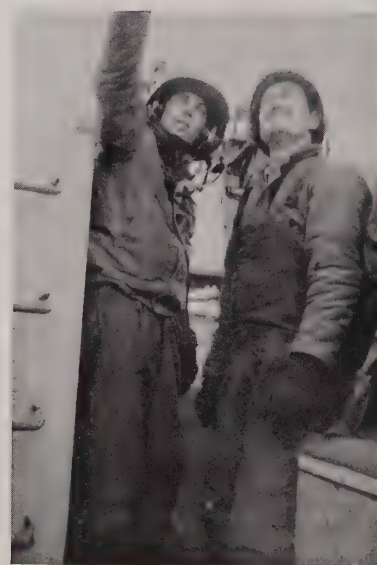
Back Row: Anderson, B., Harris, I. L., Copeland, C. R., Miller, D. L., Corbell, D. G., Barbosa, R. C., Shaw, J. R., Carver, W. E., Wise, C. F., Burchfield, W. R. Middle Row: Robinson, B. B., Miller, D. H., Renaut, C. V., Dolen, E. D., Bradshaw, T. T., Eyler, E. L., Goree, L. L., Schoen, J. J., Kelly, J. B., Clevidence, E. A., Jackson, G. A. Front Row: Seal, W. S., Fink, P. R., Patton, T. A., Gegunde, F., Ellis, G. R., Miller, R. N., Osborne, B. W., Erfman, J. P., Vest, F. B.



ENS. M. F. Rothstein



ENS. E. L. Deam



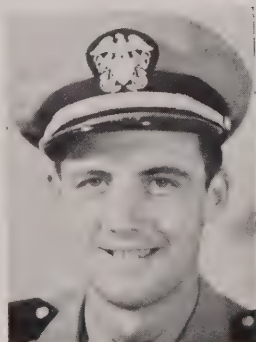
F M division

Main Battery Fire Control. That sums up in the proverbial nutshell the duties of the Fox Mike gang. The division is composed of fire controlmen, gunner's mates, and yeomen. When the ship was recommissioned, very few men had previous battleship experience, and questions pertaining to how, where and when we controlled fires became a slight source of irritation. The simplest explanation for the words "fire control" is "laying the guns on target." Further details are available, but the space to put them in isn't.

Our gunner's mates have all spare parts for the guns and also are in charge of the armory. The armory keeps records of all ammunition and magazine temperatures. They also supply the landing force with their small arms. The seldom-used but often-polished six-pound saluting batteries also come under our armory crew.

In the Gunnery Office, our yeomen take care of all Gunnery Department correspondence and administrative work. This includes twelve divisions, plus the First Lieutenant's business.

We all man various stations in the main battery, mostly those of control. When we started out, few men had 16'' experience. Now we challenge one or all of the big wagons to a sharpshooting duel anytime they want one



ENS. T. P. Cagne



CHGUN J. M. Mudge



Back Row: Huggins, S. D., Payne, J. N., Gomez, P., Bolerjack, R. A., Caillouet, C. C., Waid, E. R., Kellett, J. H., Schwartz, K. A., Raus, R. J., Redding, H. K., Mathiasmeir, R. E., Werner, D. E. Middle Row: Busick, C. G., Shepherd, J. C., Lotspeich, J. E., Yarina, P., Hurley, A. B., Willhite, C. G., Rhodes, M. H., Brassard, R. R., Galas, N. A., Cranford, W. J., Holder, W., Scholl, R. F. Front Row: Chase, W. F., Lumbra, L. L., Cerny, D. J., Denny, K. P., Gurley, T. L., Wiley, W. W., Sullivan, W. A., Stafford, D. R., Balard, E. S., Boever, T. S., Tracy, J. X.



LTJG. J. C. Pedersen



ENS. H. C. Keeling



ENS. K. E. Lerch



Back Row: Roberts, F. C., Neiderbaumer, A. W., Willsey, W. A., Harman, C. H., Love, E. J. Front Row: Jolly, G. J., Warren, C. L., Huth, G. C., Stogner, J. W.

V division

The Victor Division is concerned with matters pertaining to aviation. We are composed of two units, both on temporary additional duty; Unit 18 of Helicopter Squadron One, and Unit 32 of VU-3(K) Drone Unit.

The helicopter unit is composed of two officers, and six enlisted men. Their primary duties are the rescue of downed pilots from our carriers and shore bases, gunspotting, ferrying of personnel and guard mail, and acting as plane guard when the task force is launching aircraft from the flattops.

The drone, or guided target, crew is made up of one officer and ten enlisted men. They maintain and operate remote controlled targets for anti-aircraft firing. These drones give realistic effects of an actual enemy aircraft making bombing and strafing runs on the ship. The drones and the crew that run them, do a big share in keeping the anti-aircraft crews at the peak of accuracy. If you don't think its tricky trying to hit one of these shifty little red babies in a 350 MPH dive, give it a try sometime.

We are the airdales of the IOWA.

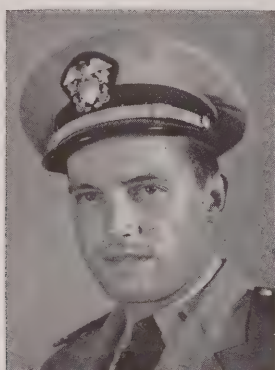


*"Don't see why all the fuss—
its only water!!!"*





Back Row: Walter, L. E., Meyer, W. A., Tyburski M. P., Wilkins, J. W., Deatherage, J. W., Mariles, H., Gideon, L. B. Front Row: Haneline, H. D., Jiles, W. R., Kitchens, H. E., Borden, R. M., McColley, J. R., Heinz, D. J., Upmeyer, C. E., Closson, F. F.



H. F. Tipton



R. L. Dolton



B. K. Leathers



D division

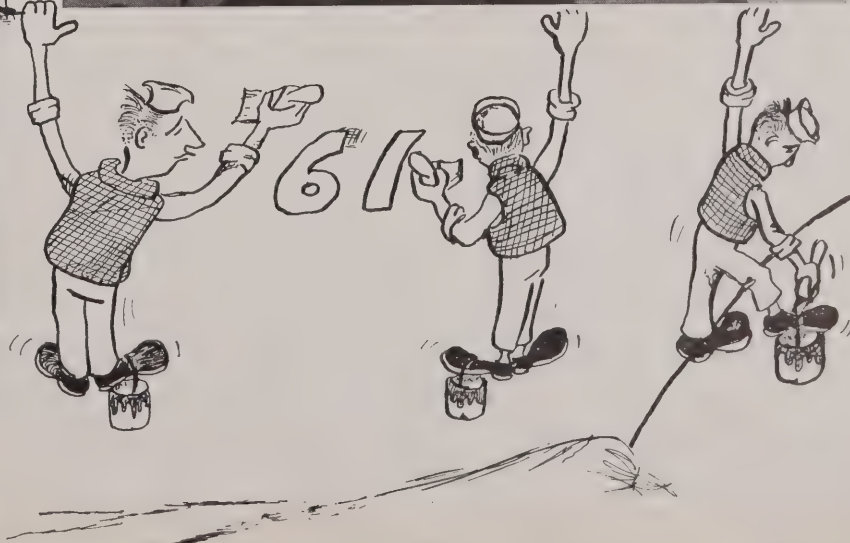
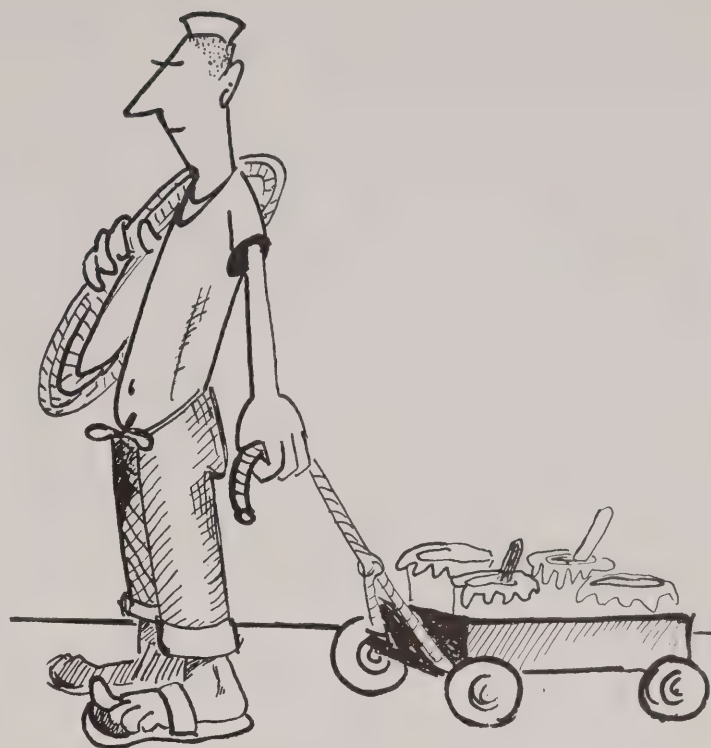
Dog division is the small but dynamic organization that spark plugs the deck force. It maintains the boatswain's locker, the sail locker and the paint locker, and also approximately 50,000 square feet of ship's sides.

The endless duties the Bos'n Locker include wire and manila rope splicing, stowage and maintenance of tackle, rigging and mooring gear, and issues of all clearing gear needed to keep our ship looking sharp at all times. The Sail Locker makes up canvas material for hatch hoods, gun covers, seat covers for the Gig and Motor Boats, sea-bags, and laundry bags. In short, "CAN DO" with canvas. The Paint Locker, another important locker in our everyday routine, supplies all paint and paint brushes necessary to keep up the spanking new appearance the U.S.S. IOWA has always maintained.

Besides getting the side-cleaners over the side, the Dog Division is the "jack of all trades"

outfit that directly assists the First Lieutenant in his numerous chores.

Need we say more?





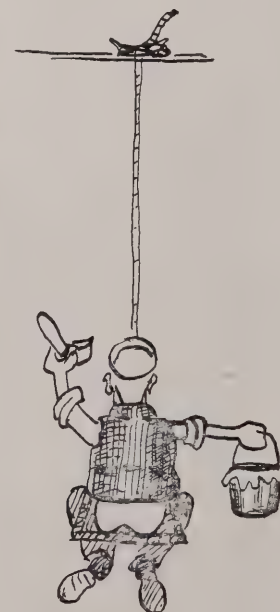
Back Row: Williams, J., Stevens, W., Taylor, H. E., Collins, B. G., Long, B. G., Perry, P. L., Butcher, L. B., Hammett, F. A., Payne, D. K.
 Middle Row: Tripp, W. H., Caughron, I. W., Montgomery, M. R., Duncan, W. A., Grimes, J. L., Littlefield, W. E. Front Row: Wysk, W., Jones, G. E., Pumphrey, O. V., Whitmire, D. L., Mayes, C. F., Tucker, L. F., McFilkey, H. W.



LTJG. S. J. Greif



CHBOSN C. S. Evans



engineering ...



CDR. W. D. Brinckloe



LCDR. H. F. Duval



LT. K. Dunlop



LT. J. M. Collier

A division

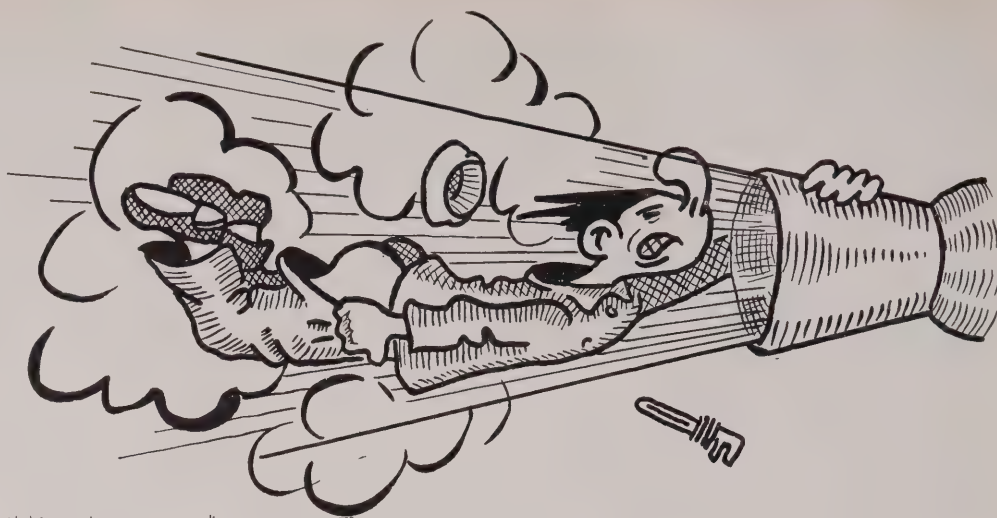
"Able" is right. Ready and able, and we have to be to keep up with the work that waits for us each morning at reveille, and is still there when we hit the rack at taps.

"A" Division is responsible for operating and keeping up all auxiliary machinery throughout the ship, from frame 19 to frame 212 and from the OIO level to the seventh deck. For operational purposes, the division is divided into various groups, according to the types of machinery

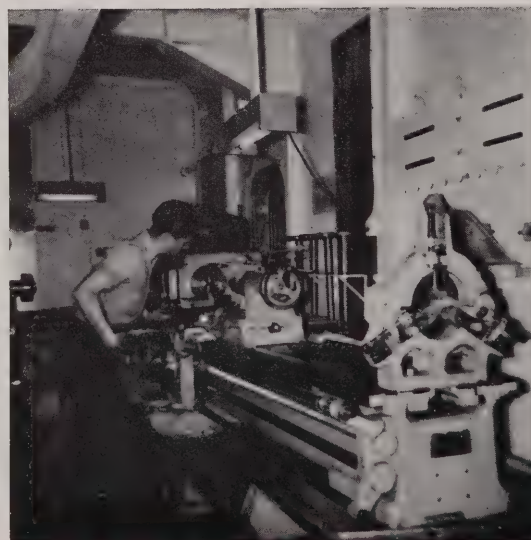
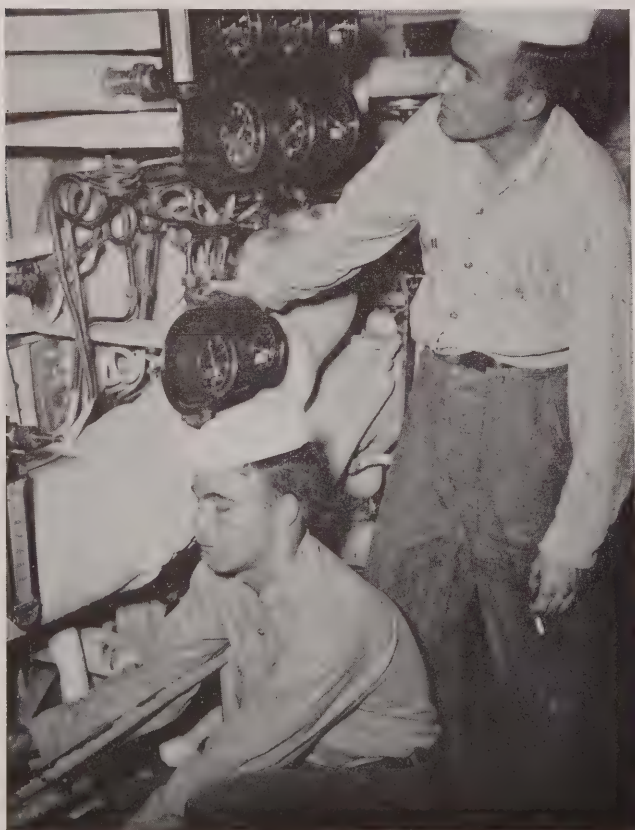
The Evaporators group produced 100,000 gallons of fresh water daily for ship's service and boiler feeds; another group is responsible for all diesel equipment, including the boat engine and emergency generators; another, the upkeep of refrigeration and air conditioning equipment; a fourth the Machine Shop and Engineer's Tool Issue Room, and its operation; and the last, the hydraulic systems, and miscellaneous galley, laundry and deck machinery.

Think for a moment what the result would be if Able Division was, for some reason, suddenly unable to operate and keep in working order all this machinery. Very soon there would be no fresh water, no air conditioning, no laundry service, and no more of myriad other vital machinery.

There are many groups that claim to be an important beat in the heart of the ship—we are one of them.

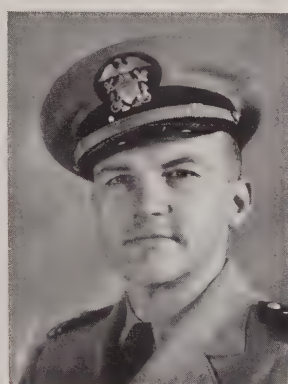


"Testing the whistle, siren and foghorn."

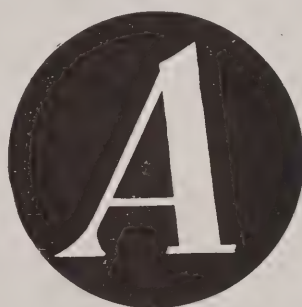




Front Row: Foster, F. J., Shine, E. P., Dempsey, J., Beckum, T. E., Ragsdale, F. L., Pertero, D. L., Kelly, M., Beggs, E. G., Jarrel, H. D., Shoeder, M. L. Second Row: Wakefield, B. L., Skaggs, S., Nicholas, E. M., Gantz, J., Franco, R. J., Johnson, C. C., Adsit, W. R., Grindahl, C. A., Schaefer, L. W., Kirby, M. L., Painter, D. C., Miller, A. E. Back Row: Grant, H. R., Wagner, R., George, K. A., Jones, D. R., Smith, J. B. Conner, M. E., Sours, O. H., Lysterly, L., Allen, R. L., Sarchett, H. L., Jordan, R. W., Jensen, B. H., Campbell, C. S., Bohe, J. M., Hindman, L. V.



LTJG. J. B. Hargis



ENS. J. H. Linge, Jr.



CHMACH J. T. Higginbotham



Front Row: Albers, R. B., Rackel, W. H., Beauchamp, H. H., Kindle, K. Second Row: Goodman, J. S., Moore, M. D., Smith, S. C., Good, W. J., Robichaux, Pennington, A. K., House, J. L., Jarriel, D. F., Stadler, H. F., McDonald. Back Row: Dody, W. L., Kuchmeister, M. E., Haigh, W. T., Cates, G. C., Densmore, Fiegan, D. S., Logan, J. R., Cappizzio, A., Meador, L. F.

B division

"All hands stand clear of stacks while lifting safeties by hand." There goes the "B" Division, blowing off steam again. But don't you think we have good reason to? After all, one of the prime factors in moving nearly 60,000 tons of battleship is STEAM—and we furnish it.

Yes, the boiler gang, heartbeat of the IOWA, operates with its 196 men the eight huge boilers which generate steam for the main turbines and turbo-generators. Not only do they use our steam for propelling the ship, but also throughout the ship for your convenience and comfort. With our nice dry steam they make fresh water, heat compartments, cook the food, run the laundry and tailor shop, heat fuel oil in the tanks, and even blow the whistle, siren and foghorn to tell 'em we're coming. Try to get along without us!

The Boiler division, being the biggest in the ship, is a training school for new firemen, and many of our graduates are spreading throughout the ship in positions of responsibility for which we gave them the groundwork. They call us snipes, bilge rats and black gang—and we don't care, because those names are handed down from the old navy when an engineer was proud of being called by such unusual handles. We take pride in our work, knowing the IOWA couldn't operate without us.

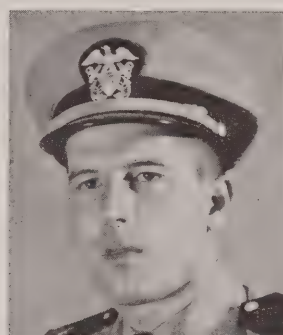




Back Row: Hancock, T. F., Hall, T. E., Wedow, D. N., Larson, J. C., Swenson, G. L., Matthews, F. E., Venagas, G., Wilson, R. E., Davis, J. E., Underhill, R. D., Howell, I. J. Middle Row: Duncan, W. E., Johnstone, G. W., Sowell, W. E., Marques, J., Murphy, P. L., Cline, E. L., Richter, V. H., Richardson, W. L., Snooddy, Hawks, S. C., Winienger, C. L. Front Row: Modine, L. D., Wagner, R. H., Bullock, J. E., Dobbins, J. M., Stewart, O. R., McGarvey, J. B., Harrison, J. R., Hagen, T. L., Lufeld, R. G., Nicczur, N. R., Strohl, E. P.



LTJG. L. E. Wilferth



ENS. D. L. Soracco



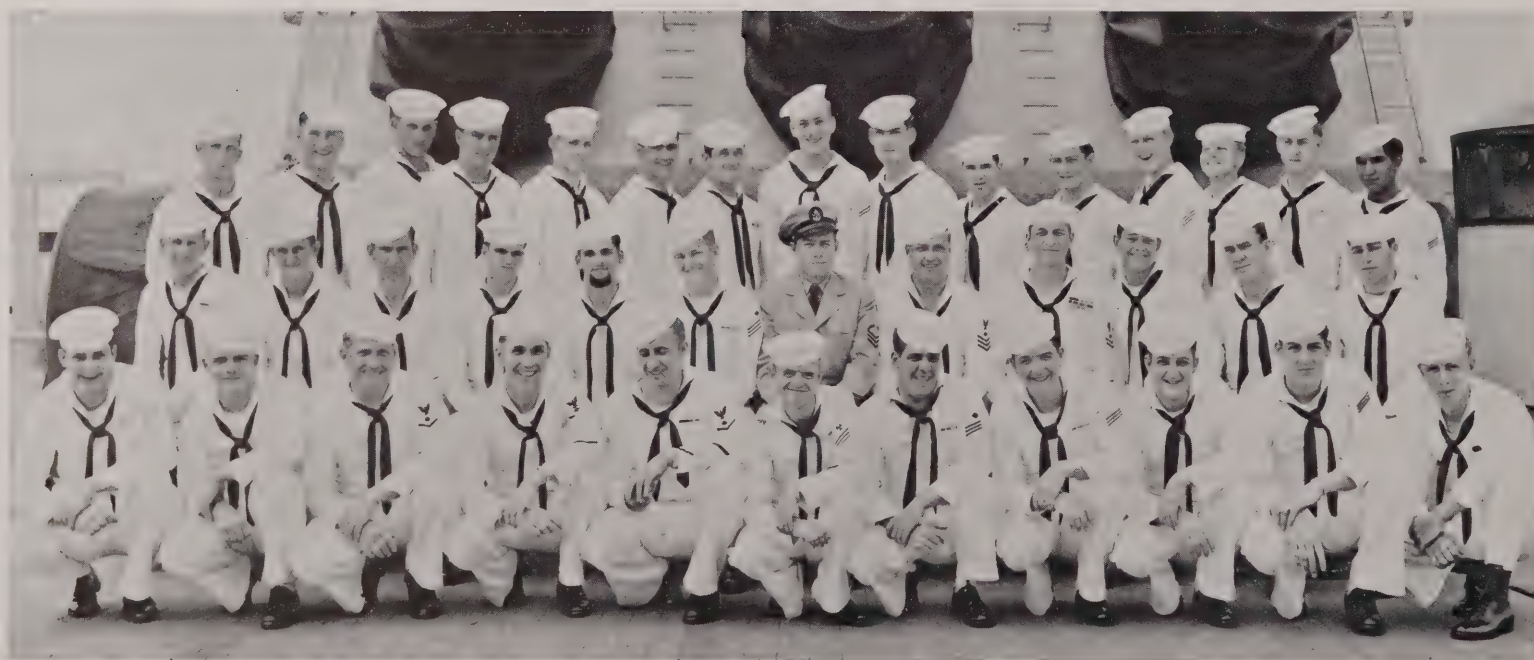
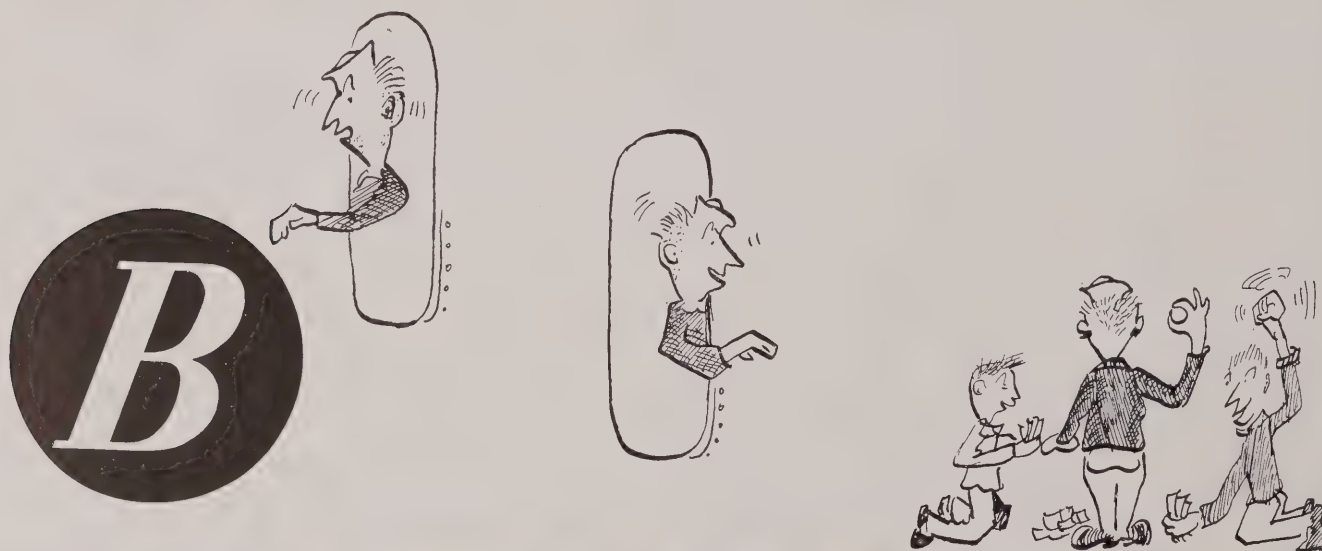
CHMACH, P. C. Moore



Back Row: Swan, T., Zeller, L. H., Harris, L. B., Stewart, W. H., Fernau, M. J., Dare, C. E., Thornton, C. J., Wedow, W. E., Branch, J. C., Bailey, J. B., Stamm, A. L., Pence, L., Virgin, E. L., Horton, J. J., Garcia, M., Stewart, J. R. Middle Row: Harper, R. B., Evans, H. E., Diaz, I., Hardesty, P., Ploskonka, F. A., Rapisardi, S. C., Quarstad, A. W., Moya, P., Watkins, D. J., Cody, H. A., Lack C. E. Front Row: Bulmanski A. J., Ligon, W. T., Ball, D. L., Swickard, E. D., Koumoundorous, A., Blake, D. J., Stephensen, J. W., Dahl, D. R., Endsley M. E., Ruble, W. D.



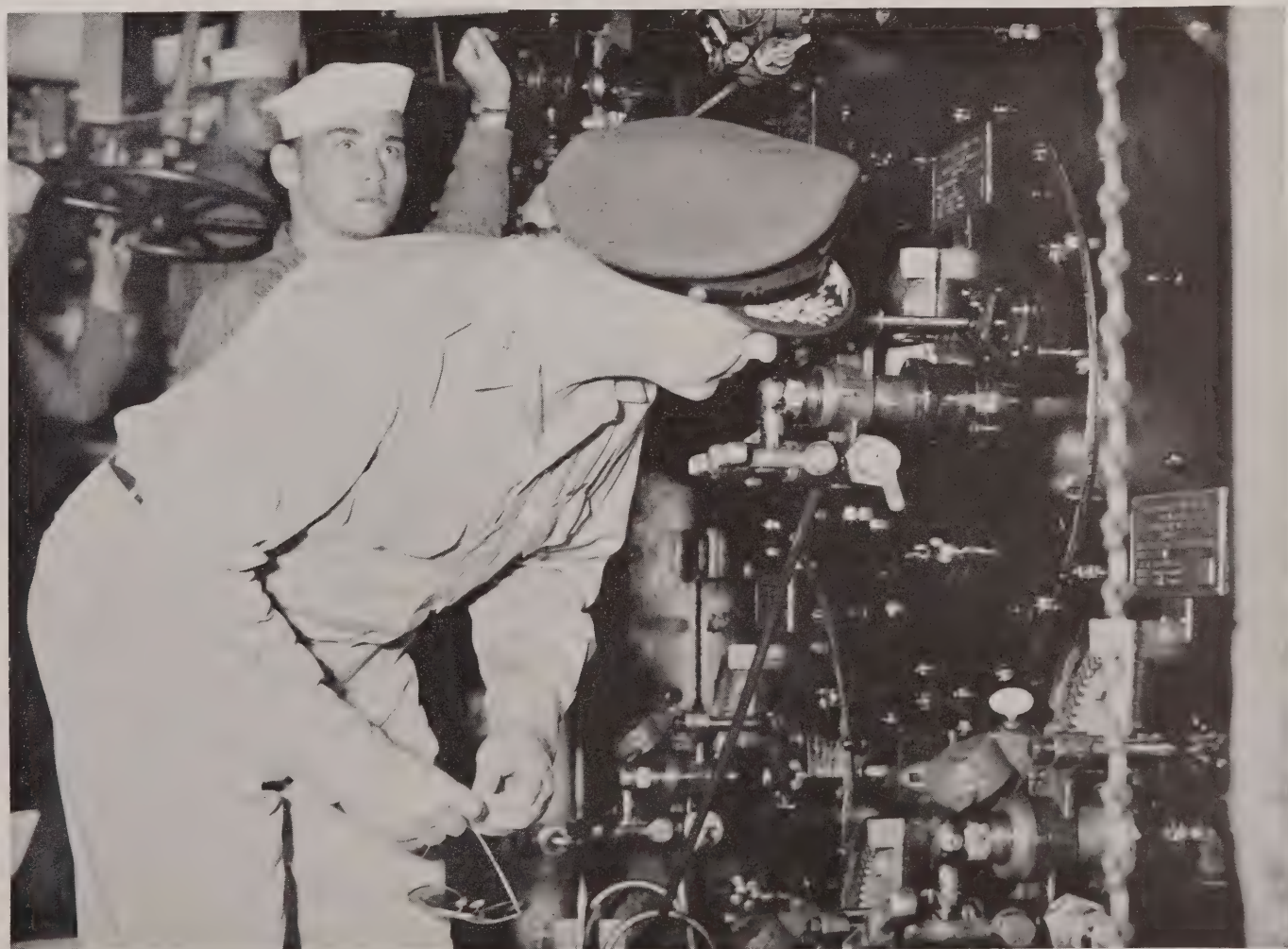
Back Row: Irvine, A. L., Freeman, J. M., Harvard, W. T., Macninch, McCorckle, A. L., Read, W. F., Kelly, R. E., Wand, D. A., Blakeslee, J. P., Mankin, C. W., Hayes, J. W., Beaster, B. A., Westmorlan, K. W. Middle Row: Brinkerhoff, S. E., Tucker, M. R., Ortega, O., Haner, E. E., Lemke, H. A., Harwood, L. J., Gaskill, R. S., Rowel, M. L., Edwards, G. A., Webb, R. L. Front Row: Holcomb, J. L., Hancock, A. D., Schweiger, E. D., Atkinson, D. L., Lightfoot, R. L., Sapp, G. L., Bohannon, B. D., Bird, P., Green, M. W., Buhr, H. R., Rogers, L. J., Manheim, W. A.



Back Row: Henderson, D. R., Levin, J., Kennedy D. H., Heeve, G. G., Brown, T. B., Evans, G. A., Headley, R. T., Ochs, D. G., Hilde, H. A., Searles, J. L., Pruitt, H. S., Perritt, C. V., Norton, H. E., Hurst, W. E., Martinez, J. L. Middle Row: Nutt, F. R., Dowell, O. M., Culp, L. C., Powell, R. E., Salabarria, W., Bartley, C. E., Noon, M. E., Carey, J. L., Speer, J. M., Maddox, V. E., Sittre, W. B., Smith, W. E. Front Row: Kmucha, T. V., Mauder, R. E., Milner, E. J., Strickland, W. E., Sharick, K. D., Fisher, J. D., Cruz, W. S., Reed, C. L., Barker, S. J., Gomez, C., Owen, F. C.



The Oil Gang



E division

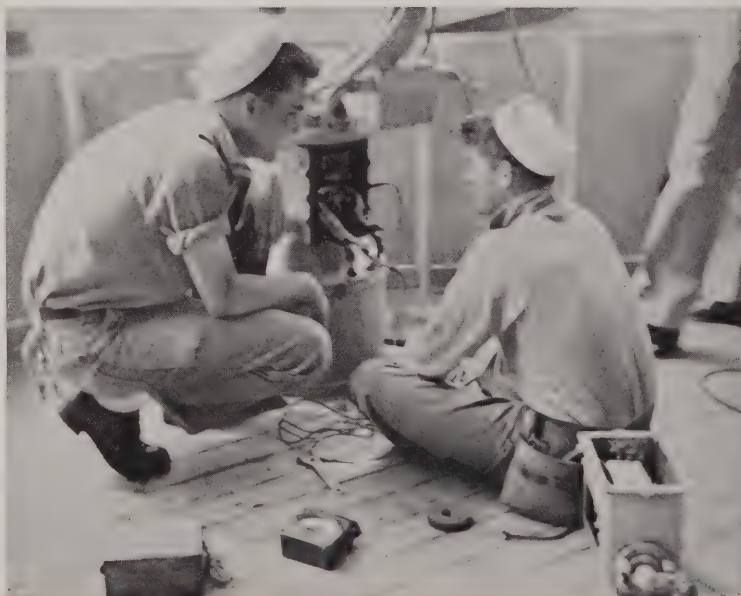
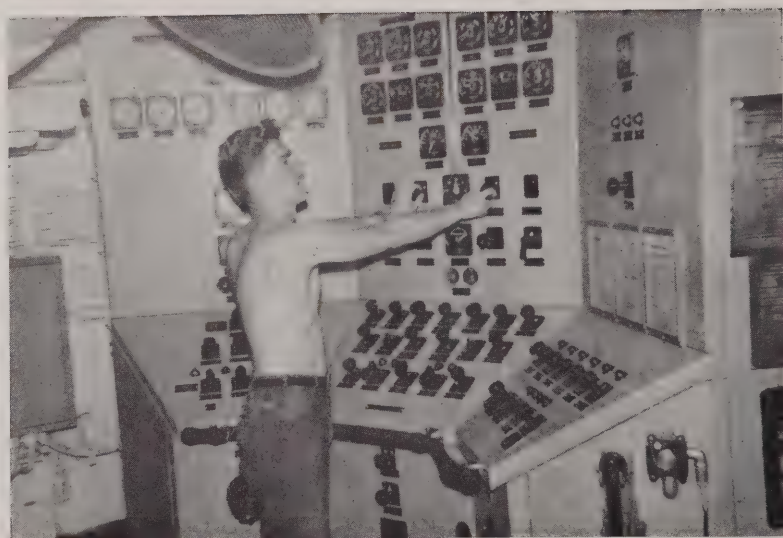
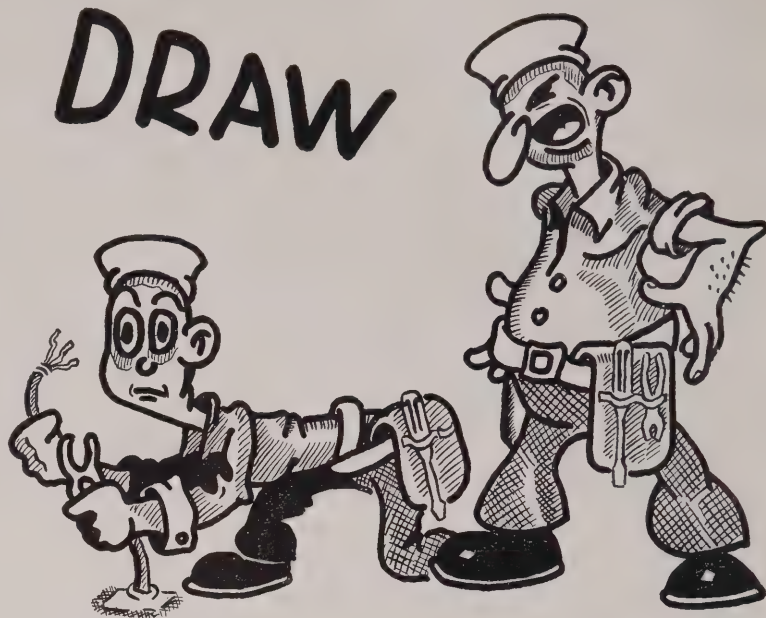
Phonetically, we're the "Easy" Division, but contrary to general belief, that's where all similarity ends.

We're a fairly large division, nearly one hundred strong, and we bring you lighting, electrical power, interior communications, and mess cooks.

Aboard the IOWA you will find nearly every type of electrical shop that exists in the Navy. There is Distribution, Power, Lighting, Ordnance, and Interior Communications, all working together to operate, maintain and repair the electrical equipment on the "Mighty I." You are likely to find a sparky any-where from the yardarms to the double bottoms at one time or another. He may be carrying a tool pouch, cargo light, or a carton of light bulbs, but whatever he's carrying and wherever you see him, he's doing a job which is important to the safe and efficient operation of our ship.

Without the Easy Division, you would be literally "in the dark," so whenever you call us "short circuit," "sparks," or "fuse blowers," smile, pal, smile—huh?

DRAW





Back Row: O'Dell, R. B., Lynch, L. L., Larcki, P. F., Graf, R. F., Hogan, A. F., Lantry, J. R., Johnson, H. W., Frick, C. W., Untiedt, W. F., Berry, R. M., Dess, R. B., Cannon, R. L., Heilborn, C. F., McCann, E. T., Balazich, J. P., Rawls, C. D. Center Row: MacIntyre, R. H., Hill, F. B., Jiner, J. V., Wallace, R. A., Gee, E., King, C. J., Alford, O. D., Christensen, M. E., McDonald, R. H., McNeil, W. D., Carroll, W. D., Bay, R. C. Front Row: Zeller, G. G., Ray, T. E., Jacoby, R. E., Brooks, R. C., Stockstill, W. T., Baum, R. W., Ensminger, D. V., Johnson, T. F., Howle, A. G., Hickey, E. F.



LT. G. F. Aroyan



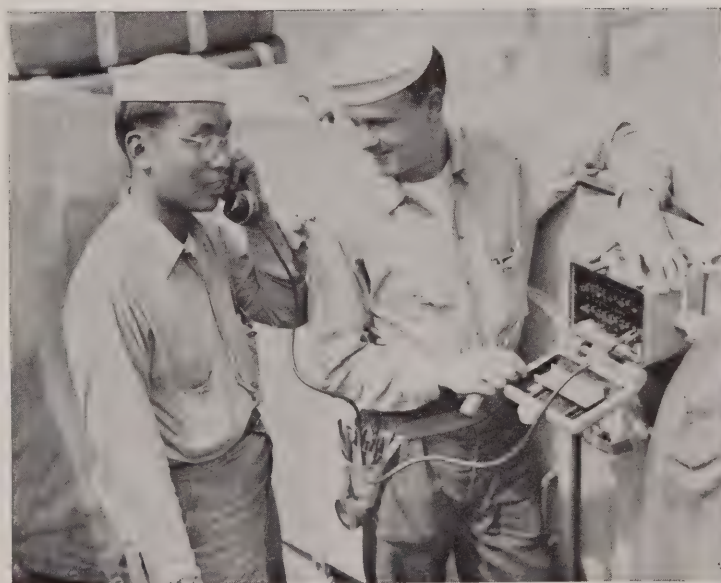
LTJG. F. G. Williams, Jr.



CHELEC. A. W. Garrett, Jr.

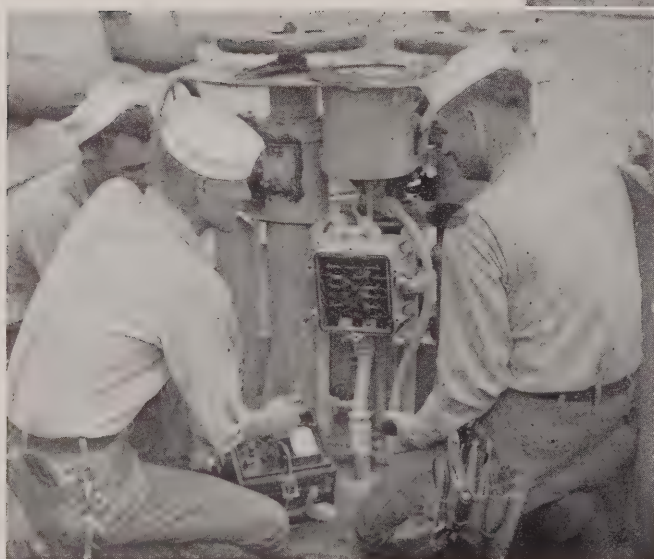


ELEC. W. F. Sweetland





Back Row: Meriweather L. F., Archer R. E., Smock R. K., Gray W. A., Glancy P. A., Mathews J. K., Brierton B. K., Miller J. L., Roberson C., Cloninger J. E., Kirchner J. B. Middle Row: Hemmes C. N., Larsen D. R., Gross J. R., Douglas O. O., McAnally P. R., Obusek J. G., Kern R. E., Kutch B. P., Sparks T. J., Kent J. W. First Row: Bellow B. L., Jones K. M., Hesson A. R., Dunn R. C., Morgan W. R., Yasger R. S., Knobloch M. J., Erjavec S. F., Hudgens L. L., Greene J. C., Strouse J. F.



M division

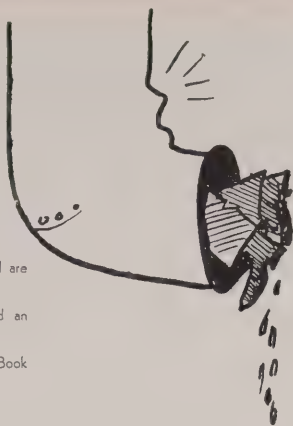
If you walk into any one of the large compartments on the fourth deck of the IOWA, and are confronted with a startling array of bells, gauges, valves, steam and water lines, engines, and an acey-ducey board or two, you are in Mike Division Country, called in the ship's Organization Book the Engine Rooms.

There are four of these cavernous compartments, where men of the Michael Mob tend to the seemingly unending task of keeping the engines of the IOWA running and in top shape. When the Officer of the Deck on the Navigation Bridge calls for a change of speed on the engine order telegraph system, the order is received in the engine rooms, and carried out in a matter of seconds.

In our own way, we are striving to make the "I" the "ichiban" ship of the fleet. Rivary runs rampant among the engine rooms, but like most sectioned organizations, we're brothers in a common cause. We don't consider ourselves the most important unit on the ship—but see how far you go without us.

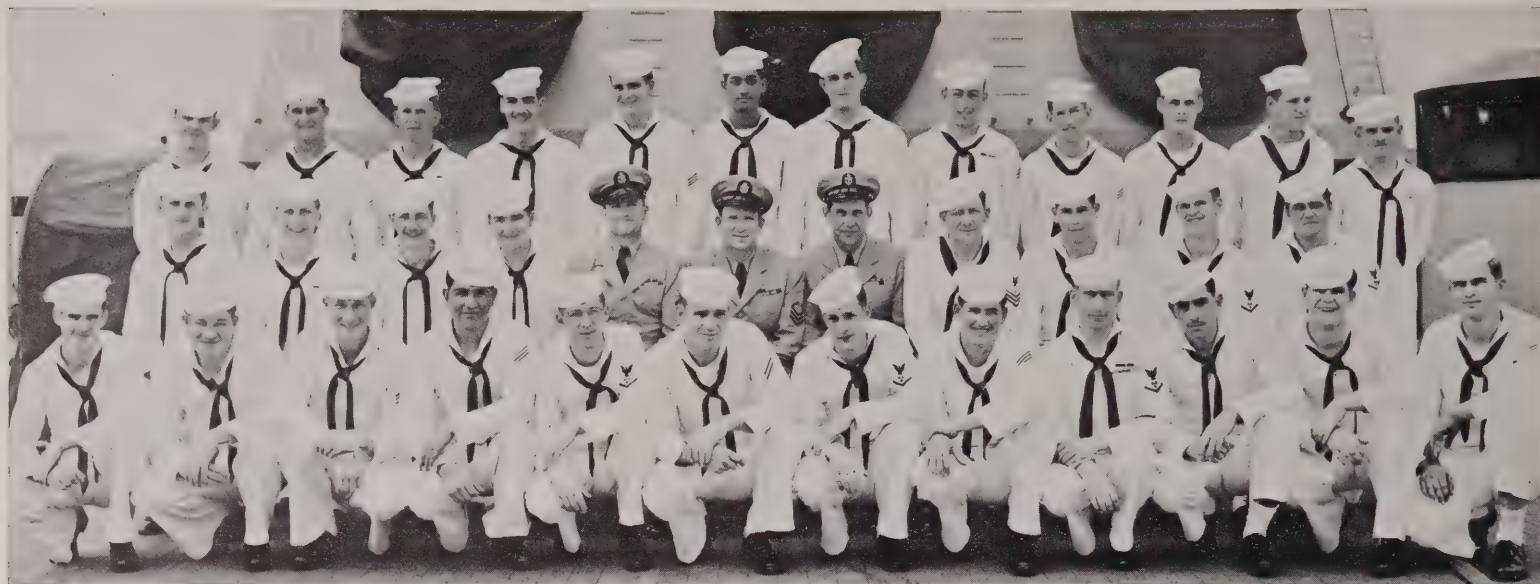
We have accomplished jobs normally undertaken by shipyards; our horizons are unlimited, and we don't know the words "can't do."

All engines ahead Full!!



Inspections are getting tougher all the time!

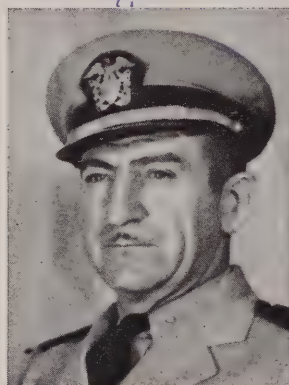




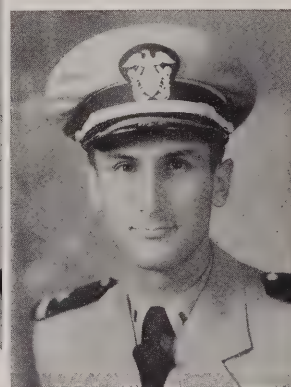
Back Row: Jacobs, M. O., Farmer, R. G., Taylor, B. E., Silliman, H. W., Rinne, M. R., Walalce, N., Hart, E. H., Carter, J. D., Van Horn, C. F., Haworth, H. J., White, T. A., Hannigan, J. H. Middle Row: Doggett, C. W., Harless, E. J., Green, W. S., Zollner, E. L., George, L., Tucker, J. K., Cloud, W. A., Bacher, R. K., Olson, D. O., Gordham, G. M., Rockwell, G. M., Jr. Front Row: Riggs, W. N., Caswell, D. K., Cavanaugh, G. J., Gonzales, R., Mitchell, I. H., Willison, A., Wood, H. S., Fox, R. E., Guest, R. J., Sanchez, E., Jenkins W. F. De Blauw M. J.



LT. P. J. Hadjin



CHMACH. A. J. Rausch



ENS. C. S. Banner

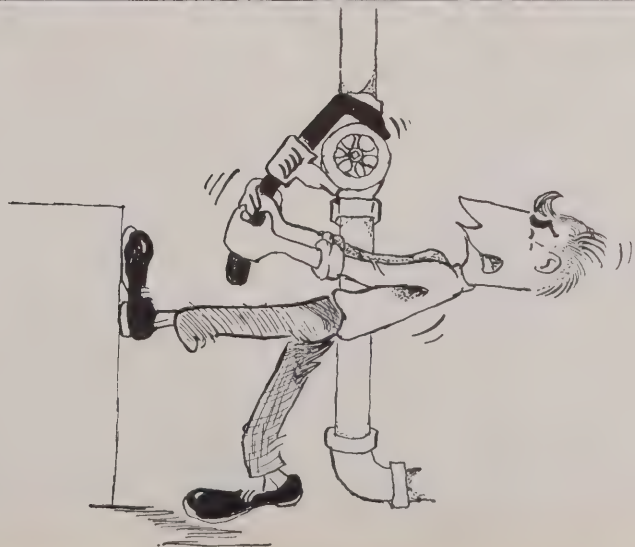
98
TOTAL
MEN



Back Row: Smith, B. H., Roylance, J. F., Kenton, C. B., Spath, G. D., Perkins, J. H., Seuberth, W. E., Alston, A. T., Spalding, M. J., Cottle, W. D., Elehr, J. T., Urquhart, W. J., Dabill, T. C. Middle Row: Lander, J. L. W., Voss, E. N., McCormick, G. W., Fleming, W. L., Campbell, F. A., Walters, J. M., Mealy, J. E., Bader, B. R., McKnight, R. D., Allen, G. L., Smith, L. J. Front Row: Hebert, C. J., Brock, W. J., Carnivale, K. C., Ashton, E., Yoder, W. J., Baughman, W. L., Leach, J. D.



Back Row:: Blunt, R. W., Howard, D. E., Combs, J. L., Ravine, J. R., Bangs, R. E., Helms, H. S., Preston, W. F., Giesecking, D. E., Martin, O. J., Hulett, H. E., Alexander, J., Lindstadt, J. L. Middle Row: Le Maire, A. R., Thrapp, W. C., Breedlove, E. B., Coffell, D. G., Wridge, W. S., Bailey, C. L., Giddings, E. E., Harrey, C. M., Pawling, P. P., Tucker, I. H., Piper, P. D. Front Row:: Fly, D. E., Cecil, S., Hoffman, F., Wilson, H. R., Kurtz, R. D., Davis, D. R., Dixon, D. D., Barker, O. J., Stewart, B. D., McCann, R. T.



R division

A trio of shops compose the bulk of Roger Division: the Carpenter Shop, the Metalsmith Shop, and the Pipefitter Shop. Combined, we are the fire fighting parties and damage control repairmen. When Flight quarters is sounded, R Division men man fueling stations and fire fighting stations there.

The watertight integrity of the ship is under our jurisdiction too. This entails keeping all the doors and hatches in top working order, and maintaining and operating all damage control lockers throughout the ship.

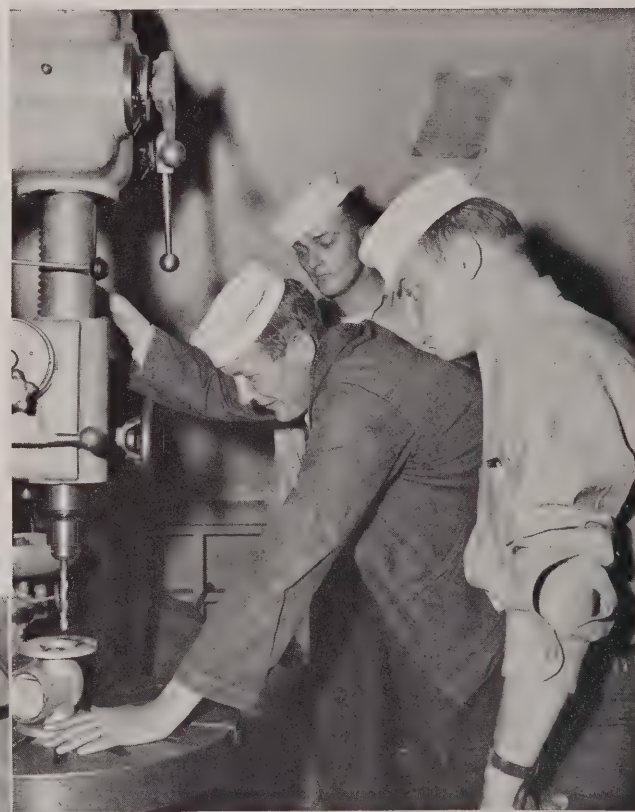
The Carpenters turn out all the wood work, and do the necessary repair on the ship's boats. The Metalsmith Shop also has a busy crew, as the quantity of major construction and repair jobs turned out since recommissioning can testify.

They do all the sheet metal and welding work, both acetylene and electric arc, and take care of all the "blacksmithing" needed. They produce results ranging from the manufacturing of a curtain rod to the conversion of spaces for shops, living quarters, and ship's service facilities.

Now, the Pipe Shop has really got a racket . . . they don't do anything except keep the fire main repaired, keep all the head water systems clear, fix all leaks on the ship, unplug all stopped-up drains, and repair all valves, of which there are a mere fourteen thousand or so. Aside from this, they let grass grow under their feet.

Somewhat different from all this, we of the R Division man the anchor windlass upon getting underway or anchoring.

This is the Repair Division, a well-represented working crew where the work never runs out.





Back Row: Kilbey, G. C., Salvatore, P., LaBlanc, L. T., Way, F. D., Huton, E. C., Wilson, L. R., Detrick, D. D., Henthorn, W. A., Elhers, E. W., Boyte, B. G., Carlson, G. D., Schatz, L. L., Newton, R. B., Henderson, L. O., Holbery, G. H. Middle Row: Hull, W. E., Pietrowiak, N. L., Butler, C. R., Ballard, W. L., Brown, E. L., Floyd, M. K., LaVallee, G. R., Pattengill, W., Barringer, D. A., Meyers, R. C., Stevens, D. C., Goff, J. L., Kulper, B. E., Waldrop, J. H. Front Row: Stephenson, M. R., Ledbetter, C., Wallace, B., White, J. D., Nourse, H. H., McLean, C. W., Larson, R. A., Coffman, B. L., Robertson, R. C., Semchak, G. A.



LT. T. E. Acton



LT. R. C. Taylor

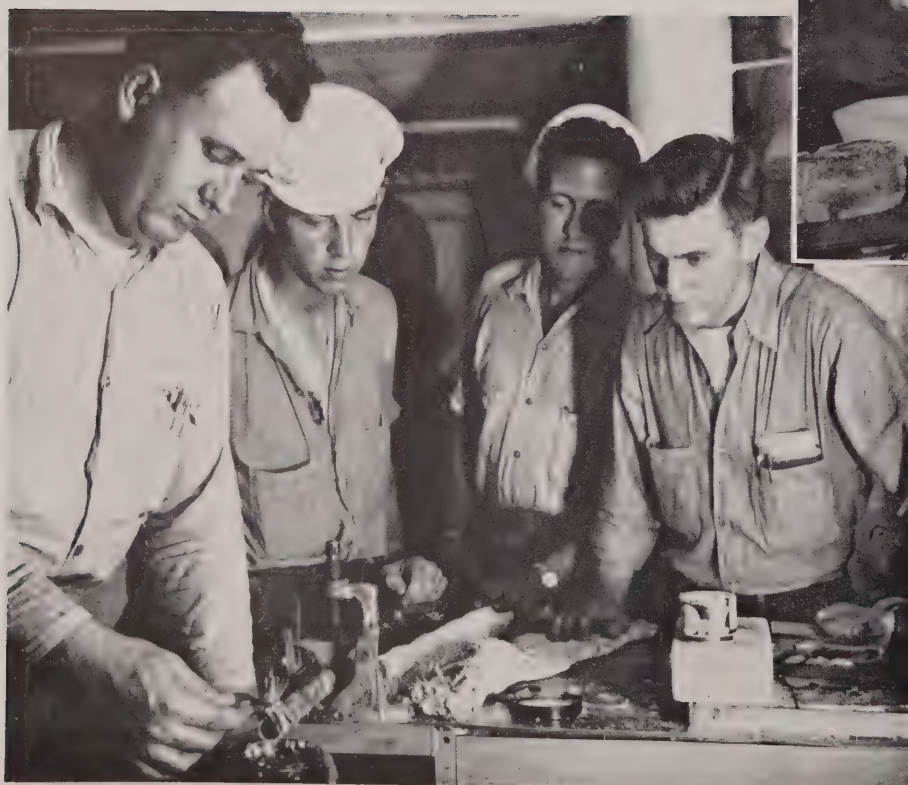
LT. J. V. Wrape



CHCARP. L. A. Wetmore



Back Row: Hamilton, J. H., Kolb, J. E., Bradbury, B. E., Burgman, F. D., Greenwood, N. C., Furnice, H. D., Field, L. D., Lopez, L. Hammett, J. W., Carlson, L. W. Middle Row: Booe, J. N., Hull, W. E., Williams, H. E., Seems, B. A., Woreman, R. L., Burns, J. C., Evitts, W. V., Rushon, W. A., Ask, V. K., Davis, R. C., Andrews, R. L. Front Row: Hamilton, M. A., Dudek, J. A., Woreman, W. G., Bartlett, J., Wallace, P. D., Scifers, B. L., David, J., McNeill, A. O.



operations...



CDR. H. K. Rock



LCDR. E. F. Horrall



LT. W. A. Gleason



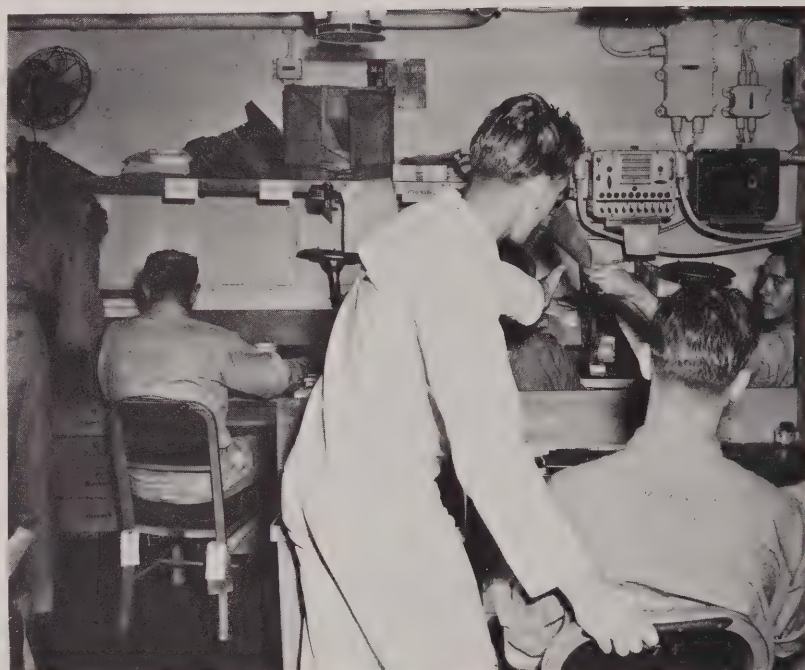
LT. W. H. Morton, Jr.

C R division

"Say, Sam I see where the Dodgers took two straight from Pittsburg yesterday," says an IOWA sailor as he sits at the breakfast table with one of his friends. His information comes from the USS IOWA RADIO PRESS NEWS, a mimeographed sheet which is one of CR Division's first contributions to the daily life of Iowans. This sheet is printed daily from information received in one of the IOWA's eleven radio spaces, and helps the officers and men of the big ship keep up on world events while operating in Korea.

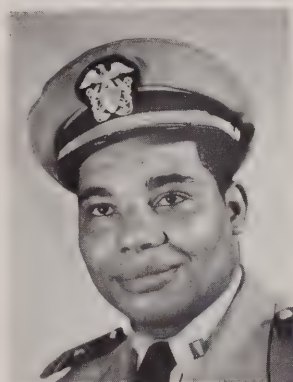
Communications is the key word with CR Division. The radiomen and telemen who compose "Charlie Roger" work for the most part in the eleven radio spaces in the ship. Eleven not because of lack of sufficient space in one location, but for a more strategic reason. If, for example, Radio Central, protected though it is, were somehow destroyed by enemy action, the ship would be virtually out of communication with all but those ships or stations in sight. But with the spaces scattered throughout the ship as they are, there will be a radio shack in operation as long as any part of the IOWA is afloat.

Another type of communications handled by the CR Division is the personal kind—letters from home. "Mail Call" is one word that needs no repetition to bring representatives from the IOWA's wide-spread 30 divisions steaming toward the Post Office. The mailmen are everybody's friends—that is, except when someone receives no mail . . . it's not really their fault, they just sort the letters; they don't write them.





Back Row: York, J. M., Seymour, C. E., Holum, G. O., McMahon, M. R., Haley, J. D., Long, N. E., Devillez, C. H., Austin, D. C. Front Row: Andrews, R. G., Snodgrass J., Garcia E. J., Kinney, D. E., Bigham, R. C., Brown, B. B., Jones, R. W., Burlison, D. V., Kinneyberg, B. P., Terrill, D. C., McCallister, J. M.



LT. S. L. Gravely, Jr.

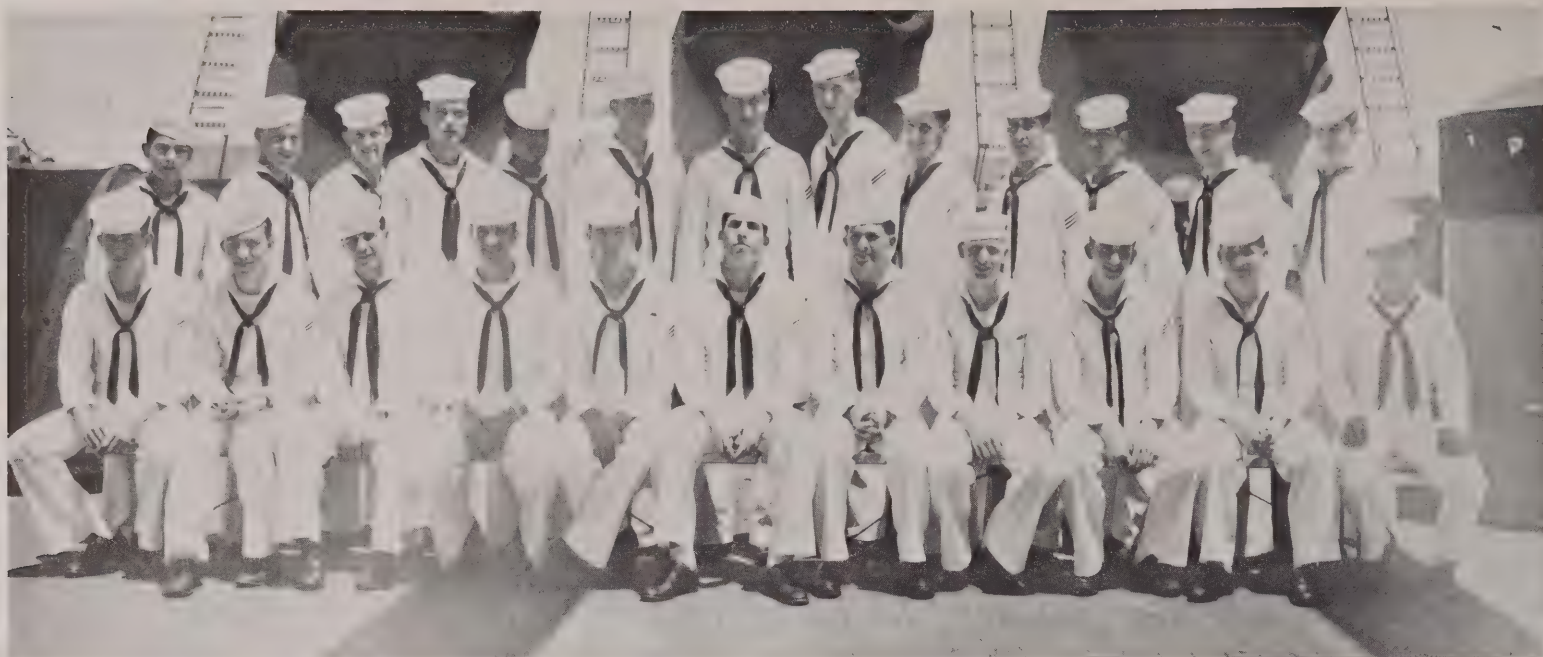


ENS. H. J. Monaco, Jr.



ENS. E. E. Kirkwood

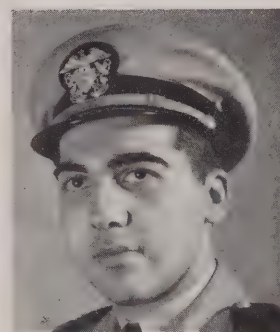




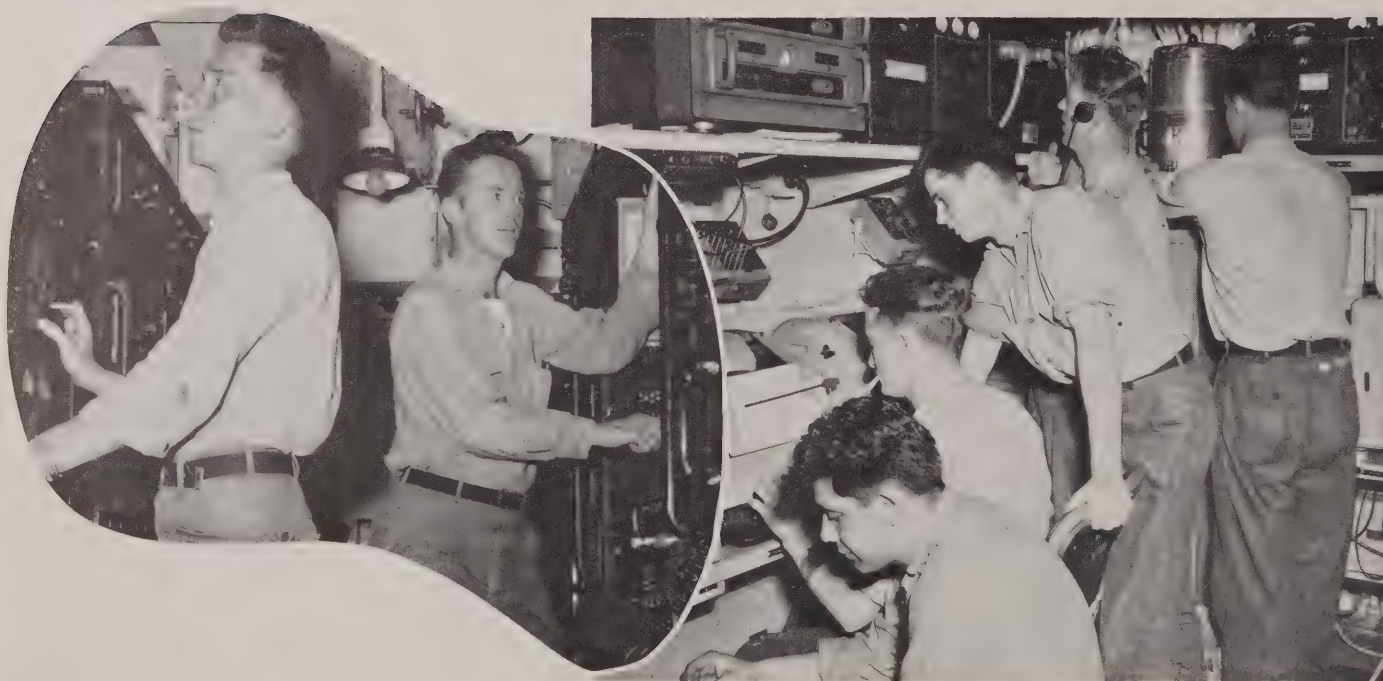
Back Row: Lavatta, W. R., Prewett, P. L., Jones, R. E., Givens, H. G., Lynch, B. K., Thomas, B. T., Holloman, R. K., Brozik, Y., Torrez, J. H., Madrid, M. K., Davis, H. A., Lundquist, R. O. Front Row: Neely, G. T., Andreasson, C. L., Hamomnd, R. A., Moss, B. A., Wingard, J. K., Benakis, G. J., Walker, R. C., Goodman, J. L., Johnson, R. J., Harwell, M. R., Kohaya, R. M.



ENS. W. R. Spooner



ENS. J. R. Bianchi



CS division

Flag hoist, flashing light, and semaphore—if you remember your initial training, they were listed as the three most popular means of visual communications. And they are the crux of the work of CS Division—Communications Signals.

The stronghold of this group of quartermasters is the two signal bridges, port and starboard, where they have on each bridge a flag bag, flashing light and telescopes, all ready for instant use. When the IOWA is operating with the task force, a constant flow of visual intelligence is being sent and received on the signal bridges. Lights are blinking, flags being run up and down the halyards and semaphore flags are flapping in the breeze, as the "I" keeps up with the Joneses, who in this case are the carriers, destroyers, and cruisers of Task Force 77.

So if you happen to see a couple of men waving madly to each other from distant parts of the ship, it's only a pair of signalmen carrying on a long range conversation.

We all have our little occupational specialties, you know.

Come up on the bridge sometime and watch us go through our paces; it's serious work, but we put on a pretty good show.





Back Row: Calvert, C. L., Hulette, F. L., Oleson, R. E., Jopp, L. E., Woods, J. B., Deforge, H. P., Sullivan, J. P., Patton, J. A., Pittman, R. L., Paulson, H. L., Linebarger, B. L., Dotson, M. F., Torres, J., Frazier, J., Reekers, D. G., Cole, G. C. Front Row: Penland, R. H., Crane, N., Neal, W. J., Patin, E. J., Chapman, W. G., Kent, R. L., Newman, T. C., Lund, G. J., Linquist, H. R., McRight, J. R.



LT. R. W. Burns



ENS. R. B. Cettle, Jr.



ENS. J. L. Brown



K division

The eyes of the ship. In a small hole on the fourth deck you will find a bundle of activity. This is the ship's Combat Information Center, infested by critters from the King Division. All of royal birth, you understand. It is our responsibility through the use of radar, radio circuits, and other means, to gather information to be evaluated by the Watch Officer who forwards it to the Bridge. Through these various means, the ship is forewarned of any approaching danger, the most likely of which would be enemy ships or aircraft operating in the area. When a contact is made with a ship or plane, the Kings establish identity, either friend or foe.

King Division men also are part-time navigators, as they send recommendations to the Navigation Bridge concerning course or speed, whenever it is deemed advisable. In actual combat, or when on a gun strike, CIC feeds information to the various other departments of the ship which may be helpful to them in their work and in safeguarding the ship.

The requirements for becoming a radarman are about the same as for any rate, with minor deviations; an above-average liking for the absurd, willingness to contend with large quantities of nonsense, and a slight trend towards insanity.

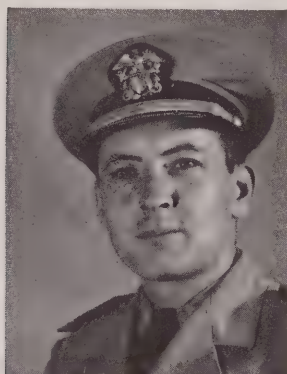


"Tell the O.O.D. that we'll have raid baker's course and speed in a minute. She's plotting erratic . . ."

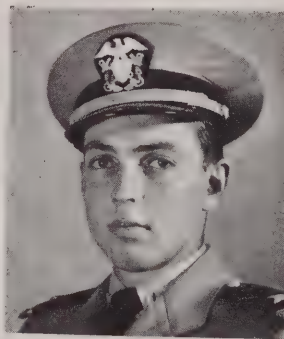




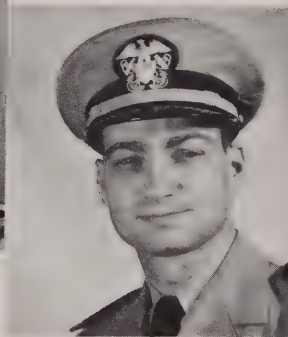
Back Row: Youell, H. R., Smith, C. D., Kreemer, W. G., Peterson, L. H., Simenson, F. H., Johnson, R. D., Anderson, R. L., Heacock, G. R., Robbins, B. H., Swankowski, T. B., Wagner, D. N. Front Row: Austin, W. W., Cooper, J. E., Koepsell, E. M., Patterson, D. W., Oldfield, C. S., Trabue, G. A., Yerty, W. E., Boyer, K. W., Winney, L. W., Kerr, C. L., Lucas, F. B.



LTJG. W. A. Bunker



ENS. A. Tofias



ENS. J. J. Ansbacher





Back Row: Martino, A. J., Wronke, K. L., Harbord, W. R., Taylor, J. L., Morrow, J. M., Turner, W. T., Heine, P. A., Walker, Young, O. N., Wilhite, W. K., Bacon, M. E. Middle Row: Haggerty, W. E., Freeman, E. F., Robinaugh, F. N., Ward, L. T., Damgaard, L. M., Masterson, C. L., Foote, O. O., Williams, J. P., Heffleger, S. E., Abrahamson, W. L., Achradar, G. E. Front Row: Eliot, K. W., Kruise, L. E., McGrew, J. J., Camp, T. M., Smith, C. W., Krupa, R. J., Ronci, R. E.



ENS. D. I. Buck

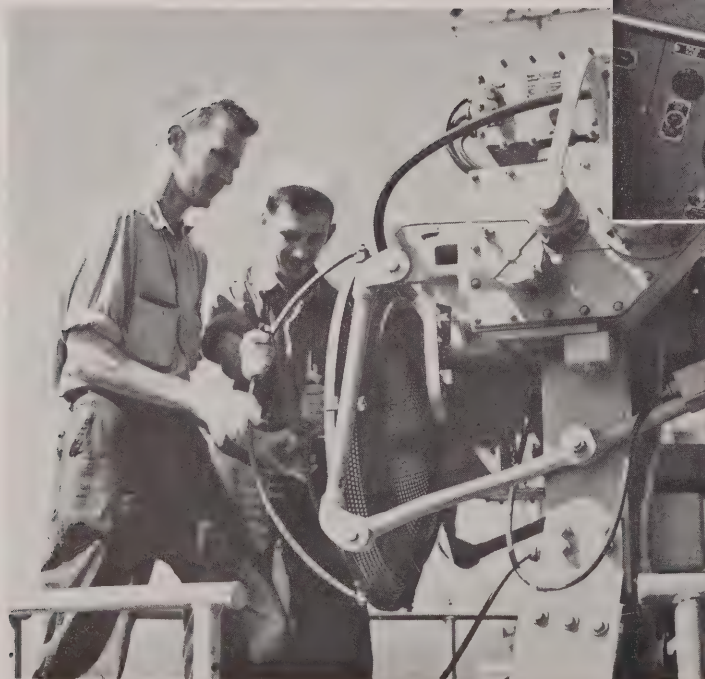
T division

Look at the highest piece of equipment on the IOWA. The radar up there on the masts. That's part of

our jobs, we Taremen. The IOWA is fully equipped with many and varied pieces of electronics equipment;

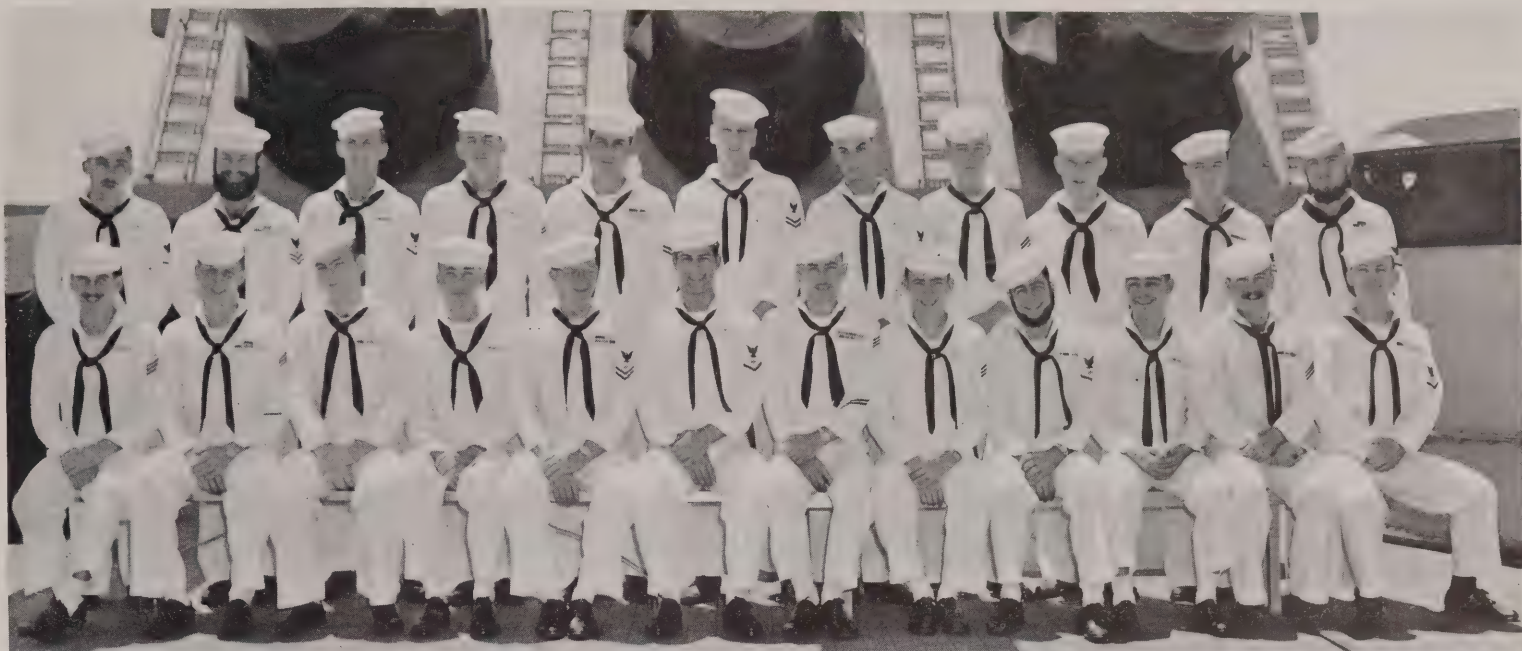
radar for navigation, radar for fire control, radio for communications—the list goes on. Without this machi-

nery, modern warfare, with its coordinated movement between land, sea and air, could not exist.



Taremen repair and maintain this assortment of complex war machinery, and are always standing by to correct any defect, whether it be the breakdown of the surface radar or a short circuit in a switch box. The stronghold of the Electronics Technicians is a small office workshop on the starboard side of the O2 level. ET's are the people you see around that vicinity, with atoms hovering over their heads, encircled by whirling electrons.

Collectively we hold reign over some 400 pieces of equipment that hold over 10,000 vacuum tubes. But we still have time to drop by and take a look at your radio.



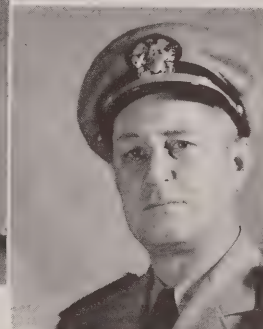
Back Row: Smith, N. R., Crane, W. B., Burkhardt, L. M., Zongker, W. L., Acosta, R. E., Kenyon, R. G., Hanson, J. L., Van Wyck, A. L., Purcell, W. R., Schooler, R. C., Hall, J. H. Front Row: Murphy, G. D., Milthaler, G. C., Johosky, J. W., Garst, T. A., Meidenbauer, K. G., Caralivanos, E. H., Sturkie, O. L., Jacobson, K. M., Roccs, C. R., Garcis, C. J., Smith, A. B., Cartwright, R. L.



LTJG. J. W. King, Jr.



LTJG. J. V. Mosby



CHRELE H. T. Phillips



RELE C. R. Lockhart

executive...



CDR. C. R. Stephan



CDR. J. J. Sullivan



LT. C. J. Pritchard



LTJG. D. M. Michael

EX division

A good many of the IOWA's numerous offices are manned by the personnelmen and yeomen of the EX Division, who handle matters pertaining to the administration of the ship. Among these offices are the Personnel Office, Captain's Office, Education and Training Office, and Public Information Office. In these cubicles, personnelmen, yeomen, and journalists are the rates to be found. But others are in this division: there are printers and lithographers in the Print Shop, where all official printing for the ship and THE IOWAN is run off; photographers in the Photo Lab; boatswain's mates in the Master at Arms force; and musicians in the band. With the exception of the Flag Division, we must have the most diversified array of rates on board.

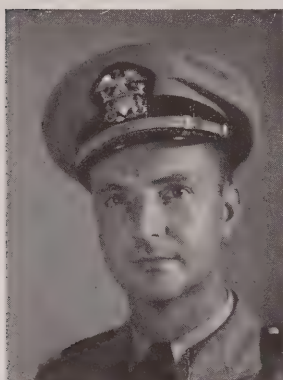
No one has escaped contact with the feather merchants; we get you first when your service record is received in Personnel . . . if you foul up, the MAA's get you and the Legal Office has a turn . . . at noon and before the movies, you hear that solid band, . . . twice a month, you read the IOWAN . . . and then when you check out, Personnel makes it official.

The paperwork, the correspondence, . . . the headaches, . . . and even a hand in this cruise book . . . we've got a finger in all the pies in the IOWA.

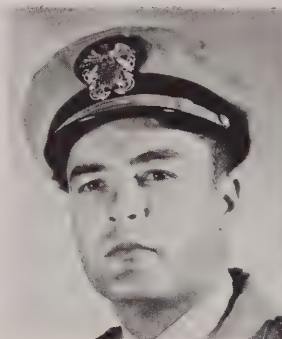




Back Row: Varulo, F. A., Pigg, G. H., Bellow, R. C., Gridley, H. E., Driggs, R. W., Morrissey, R. M., Burr, W. E., Maslosky, M., Goodman, W. S., Sherer, C. W., Sager, W. B. Front Row: Pruitt, J. S., O'Neil, J., Curtin, E. G., Hofstatter, G. C., Donovan, A. G., Burgess, R. K., Hanley, J. L., Hoernan, V. L., Dougherty, J. R., Datria, J. V., Shelton, O. V., Opie, W. G.



LT. E. K. Jennings



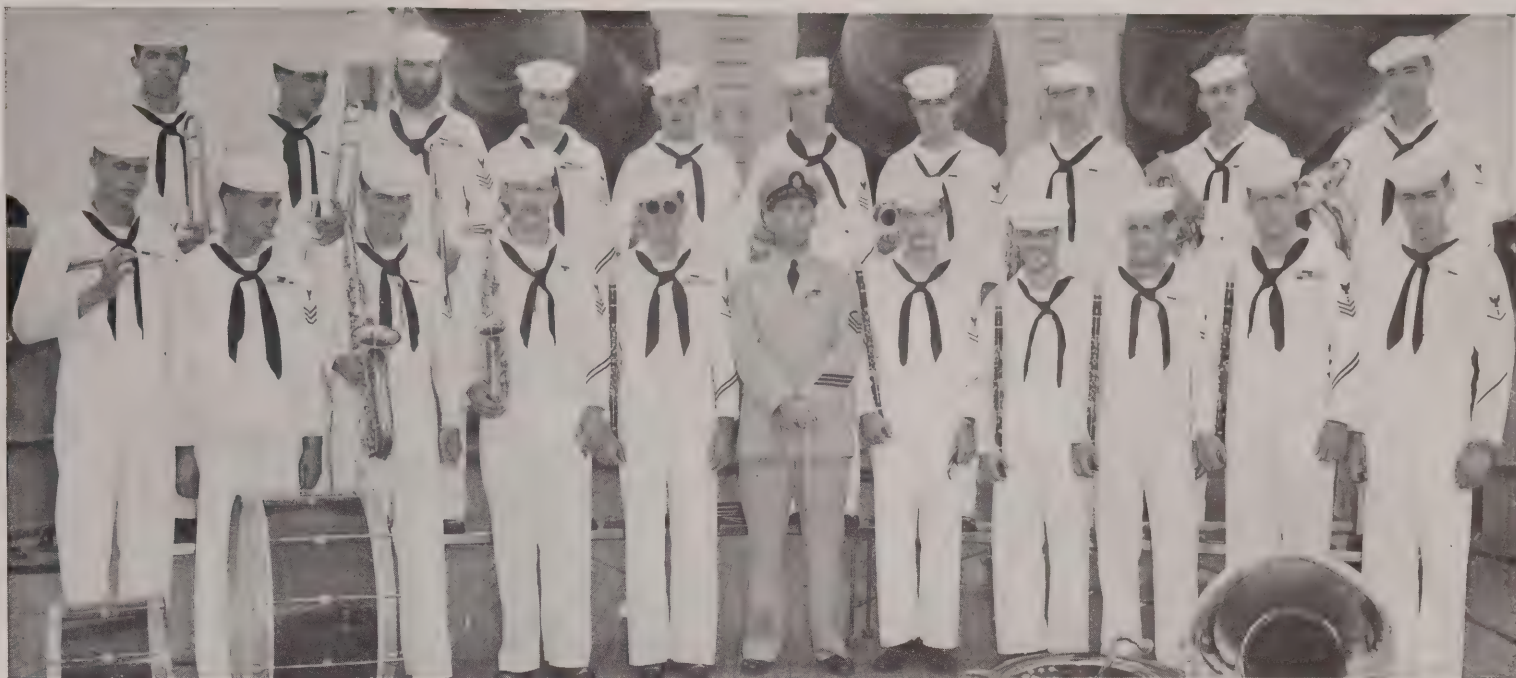
LTJG. J. B. Dunbar



CHSCLK F. L. Beardsley



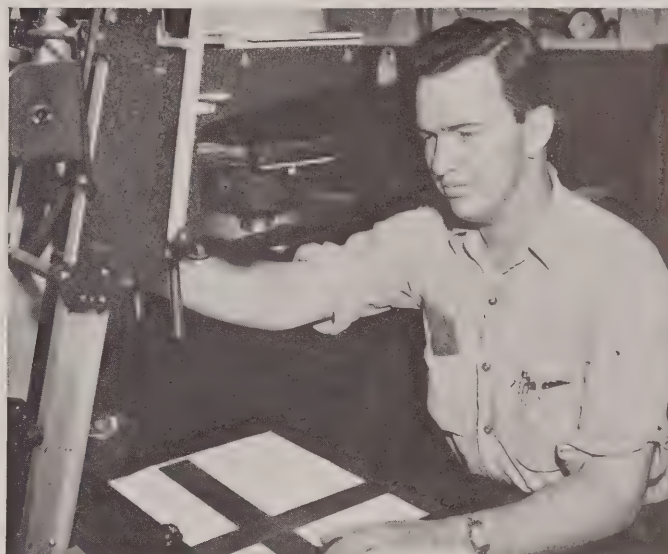
Back Row: Hanney, W. F., Cross, H. W., Hickman, P. S., Knowlton, F. D., Julius, R. A., Lyons, W. E., Peterson, A. E., McAllister, R. W., Fallowfield, J. A., Ingles, K. B. Middle Row: Bornemann, R., Coppola, V. W., Depaul, D., Rich, G. A., Richards, R. W., Watson, C. F., Mosko, S. T., Duncan, K. P., Maddox, A. R., Goshay R. C., Parker, H. R. Front Row: Spelker, J. H., Martinez, J., Manske, W. C., Lyons, R. E., Calhoun, B. L., Weber, O., Klebek, J. P., Toth, A. L.

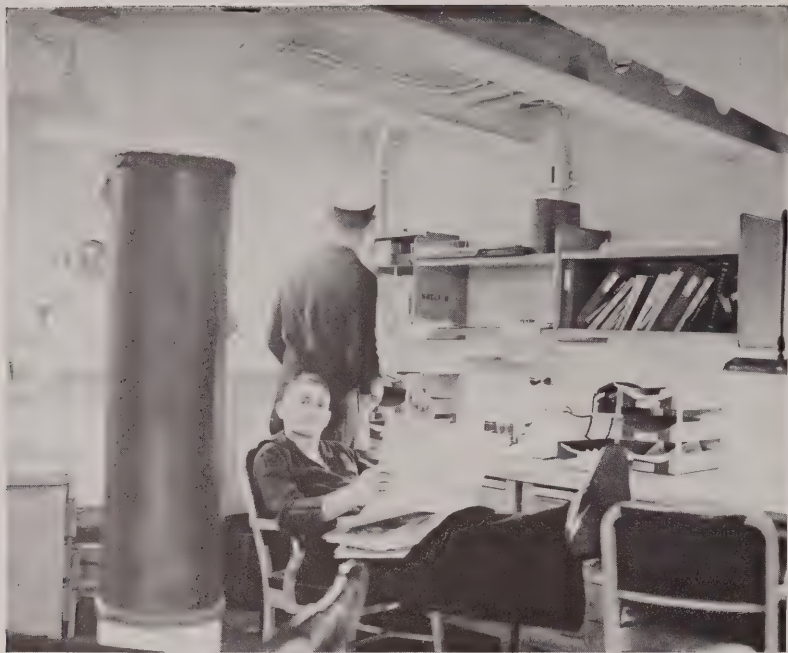


Back Row: Murdock, K. A., Clark, A. L., Morris, E. G., MacDonald, R. E., Tidman, R. V., Harvey, J. V., Scannella, J. M., Lucas, J. E., Strange, C. B., Hann, C. L. Front Row: Klotz, R. A., Kemper, T. C., LaForte, J. J., Bennet, E. W., Brown, W. E., Brumbaugh, F. W., Freeman, W. E., Detaranto, L. D., Nutt, J. F., Lussier, A. J., Ronk, R. W.

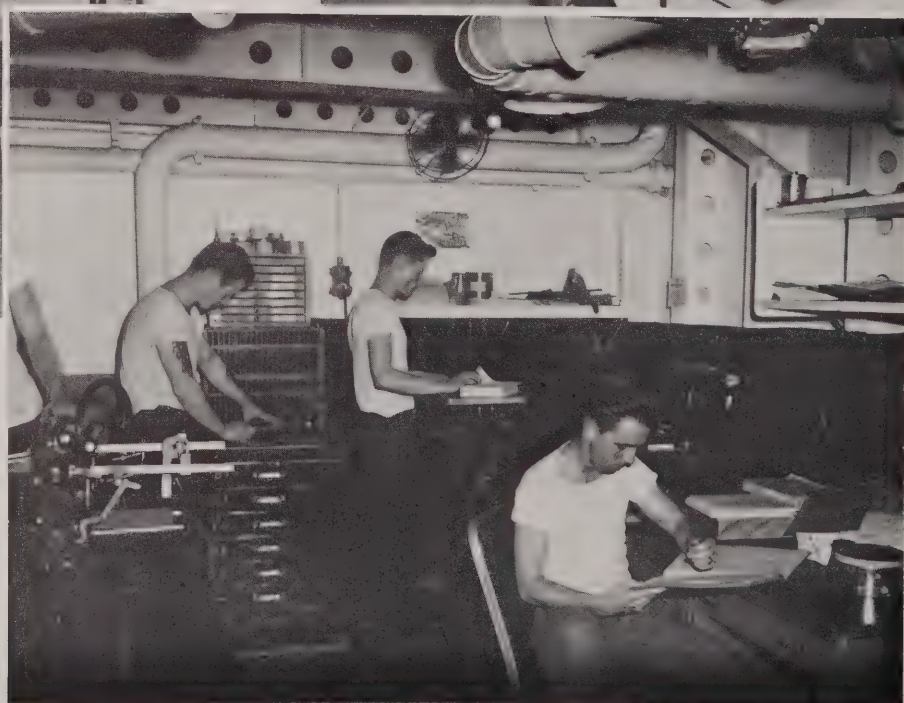
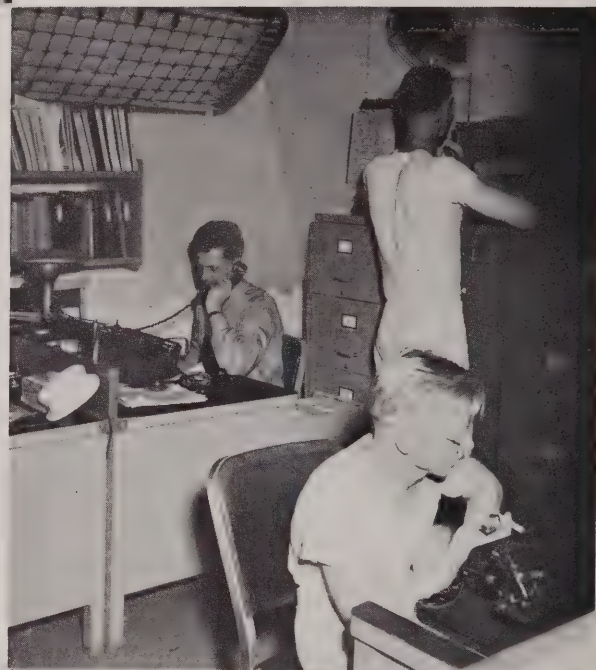


LTJG. J. W. Little





..... Rackets



supply ...



CDR. A. B. Howden



LT. R. S. Sullivan



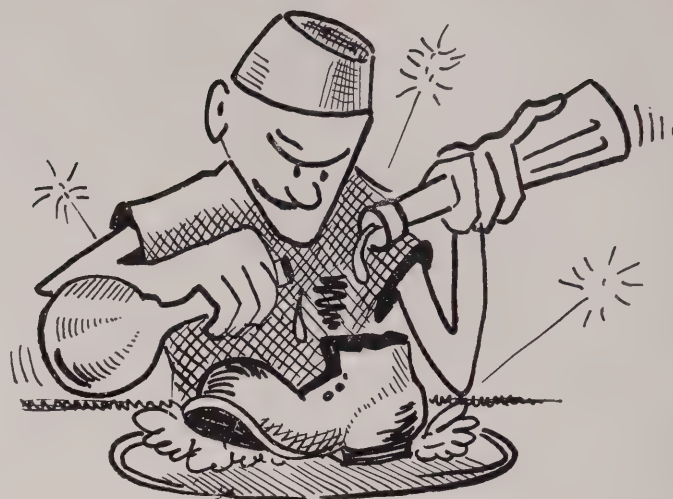
S-1 division

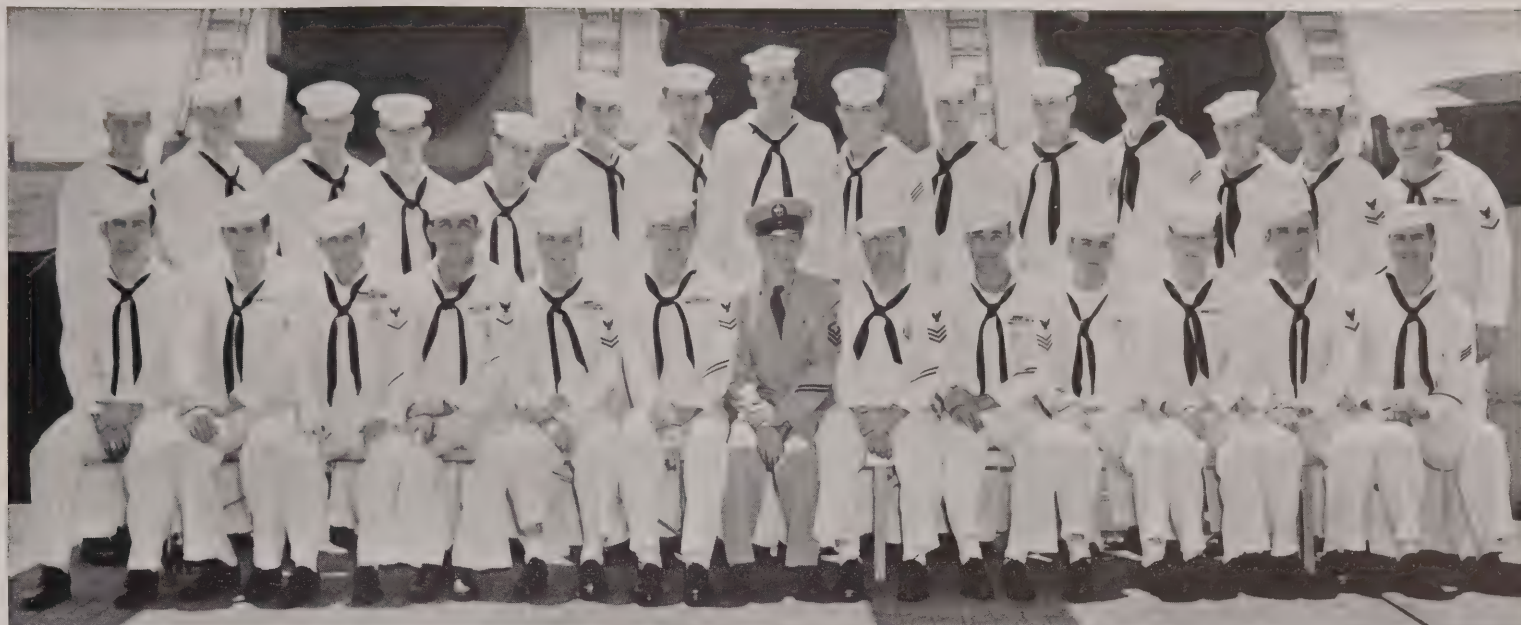
The long, shrill whistle heard throughout the IOWA three times a day is accepted as a matter of fact thing to us, but did you ever stop to think of the hours of toil that preceded these signals that chow is ready? With a sense of pride and justification we present . . . the Galley Grew.

Three times a day we are besieged by eager, clutching hands, holding metal mess trays. No other division on board does so much for so many with so few. Needless to say the task of feeding over 2,300 men thrice daily is no menial undertaking. The problem of presenting a balanced, yet appetizing meal has long been a thorn in the sides of cooks when serving large groups and not a few individuals. But the pleased and satisfied faces at the end of each meal is by far the greatest compliment that can be paid.

The "Galley Commando's" day usually begins in the minute hours of the morning, and often reaches into the late of the evening. Not only are we assigned the duties of preparing the food, but also those of stowage and receipt of all provisions received on board. A Commissaryman is a utility man; he is a butcher, baker, cook, and storekeeper under one hide. His are the hands that feed you which you aren't supposed to bite.

This is your galley crew . . . "Come and get it!!"

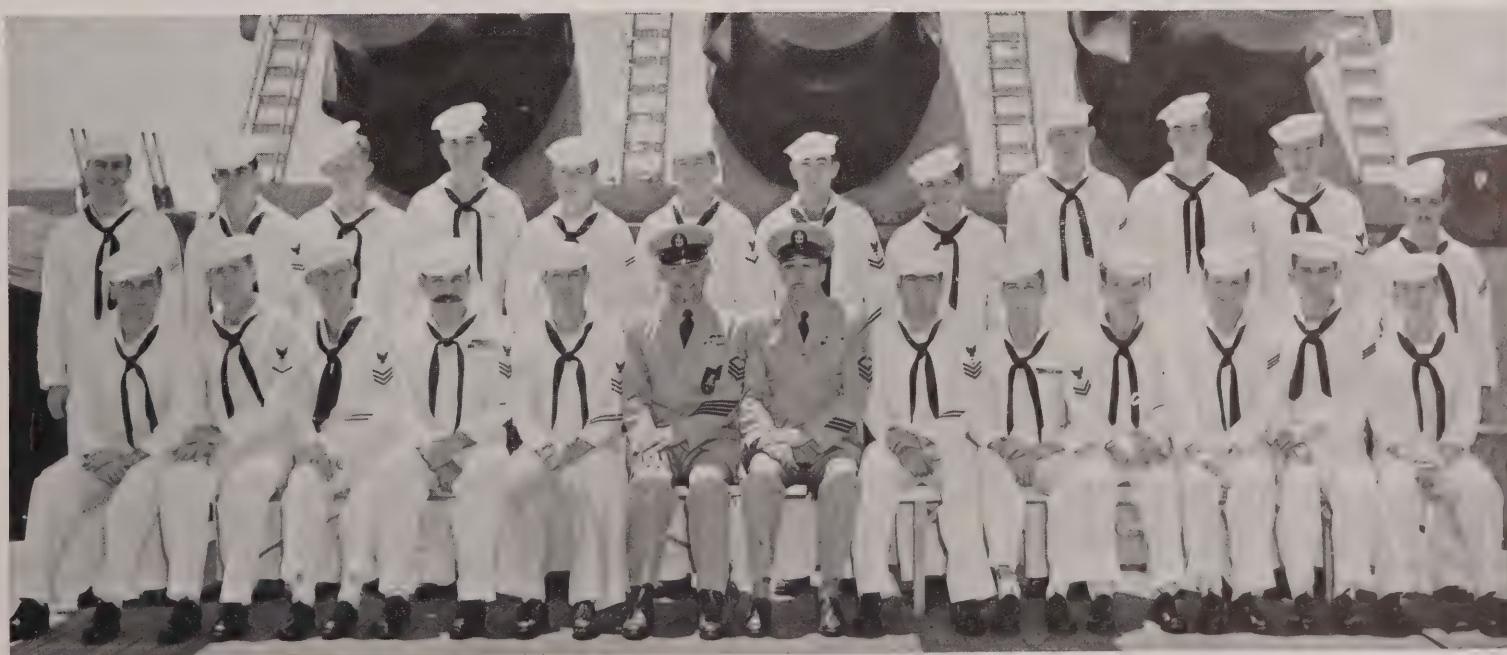
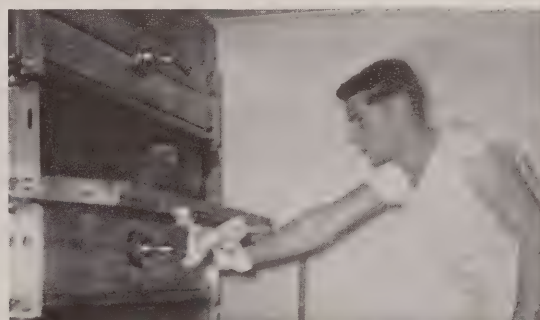
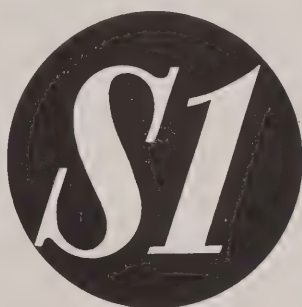




Back Row: Sprague, R. E., Daly, W. F., Deir, F. E., Damron, R. L., Dann, R. M., Hlavin, J. C., Heggen, M. C., Berry, A. W., Boyle, W. P., Hardin, N. E., Isaacson, R. R., Campbell, J. C., Thompson, J. C., Piacun, L. L., Friley, G. W. Front Row: Jackson, L. I., Pounds, G. W., Poindexter, W. B., Trimble, H. R., Ryder, F. C., Cravenor, D. C., Marlette, K. N., Chanqe, N. E., Watterson, R. K., Lake, B., Powell, D. E., Lewis, K. E., Ramsey, T. W.



CHPCLK. H. C. Newby



Back Row: Ramsey, T. W., Herrin, J. H., Oswald, L. N., Cardinale, J. S., Brill, R. L., Messersmith, H. R., Pirola, H. J., Dobbins, W. R., Roberts, N. E., Hall, A. T., Bowman, B. R., Lanford, R. F. Back Row: Miller, J. S., Gash, W. A., Cave, J. E., Wallace, P. A., Foxworthy, J. R., Williams, G. E., Arnesen, S., Webb, B. R., Hadwin, L. F., Tadlock, J. D., Honey, C. E., Hindman, T. A., Minor, J. T.

S-2 division

The S-2 (Stores) Division • • • "S" for sugar, and "S" for salt; and applied to the Storekeepers, the "2" covers two opposites, brain and brawn. Odd? On the contrary, our division prides itself on being made up of "intellectual muscle men." Every day the boys are pounding a typewriter, knocking out a priority, "Baker" requisition, staggering down the passageway carrying some type of heavy material, or out on the fantail checking and receiving supplies on board.

In the Electronics Repair Parts Storeroom there are approximately 20,000 items and three storekeepers. Machinery and Hull Repair Parts are stowed in twenty storerooms, managed by six of our capable lads. Our quarter assigned to Commissary are in charge of ordering, stewing, issuing, and inventorying all provisions. The Helicopter Unit looks to a pair of our aviation storekeepers when the "Lucky Lady" needs parts.

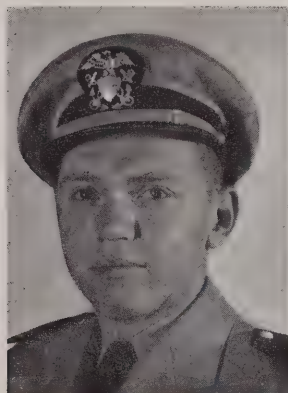
Main GSK is both a headache and a source of satisfaction. There are 37 storekeepers responsible for stocking, issuing, and inventorying about 8,000 items valued close to half a million dollars, and stowed in 23 separate storerooms.

The Supply Office handles the procuring of all stores items, which number somewhere close to 51,000. The Disbursing Office is the other office in the S-2 Division. Their job is to keep every man rich and therefore happy. \$350,000 a month is their average pay list.

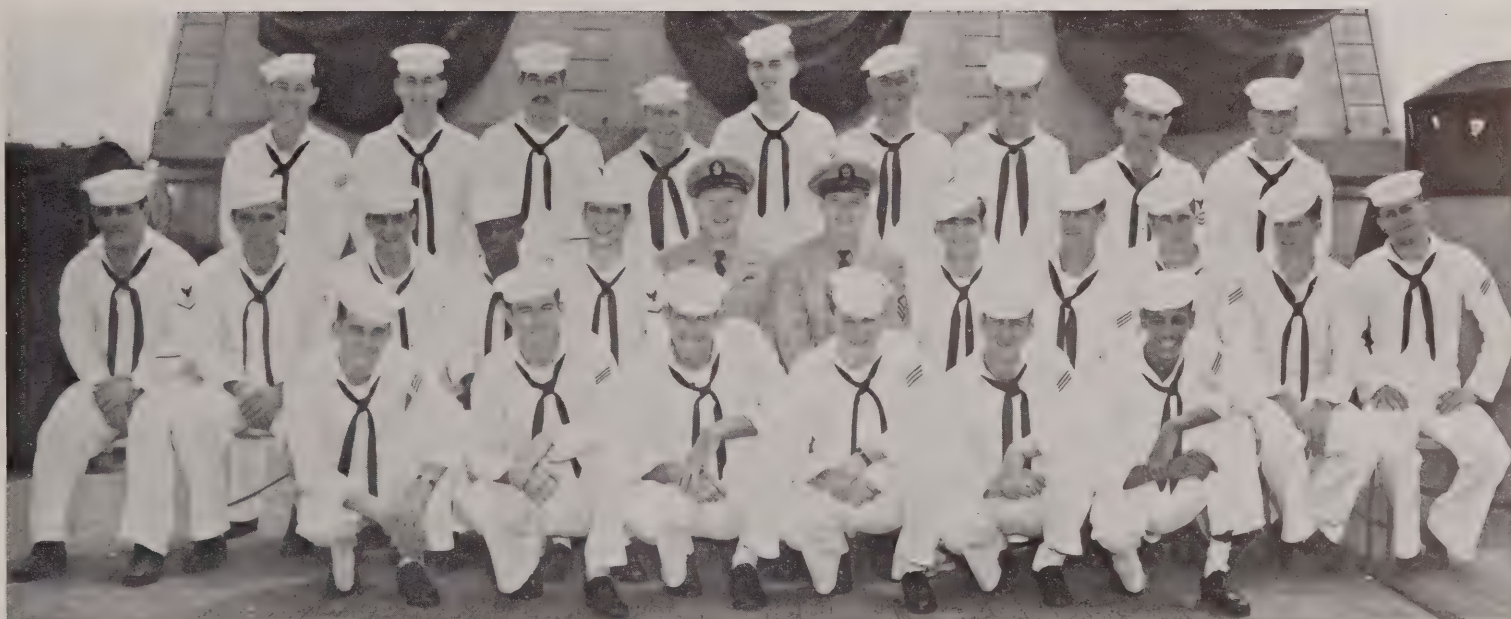




Back Row: Knisely, C. E., Orsagos, J., Benz, J. M., Fox, R. J., Foster, C. A., O'Hara, H. K., Hodges, H. C., Castillo, R., Ferraro, R. R., Fields, C. D., Lyden, T. J., Davis, H. B., Sperber, F. A. Middle Row: Raikes, W. H., DiFriscio, F., Healy, L. J., Krupa, D. K., Harris, A., Sutherland, D. C., Spang, J. A. W., Anderson, H. A., Honey, P. E., Peacock, C. A., Carlton, D. T., Cobb, J. M. Front Row: Henderson, D. L., Licht, J. E., Smith, F. S., Leonard, H. E., Welton, J. P., Butler, J., Quinn, R. G., Reilly, M. L., Blackburn, W. G., Ayer, C. E., Stewart, W.



LT. R. G. McKinnell



Back Row: Foster, C. A., Fox, R. H., Tanner, G. E., Ellis, C. E., Kilman, J. W., Lindeman, H. C., Yarbrough, H. G., Morrison, D. W., O'Hara, H. K. Middle Row: Wachel, H. W., Peak, F. E., Kanefsky, M., Carlock, H. R., Arney, J. A., Thomason, H. J., Shrader, W. F., Harmon, G. B., Cody, V. L., Barnes, W. W., Adams, K., McGee, M. Front Row: Karberloh, D. A., Allen, P. D., McLauchlin, C. W., Lawson, D. C., Rainwater, R. A., Colins, J.

SS division

What'll it be? Haircut, new clothes, ice cream, dry cleaning, shoes fixed, or maybe some toilet articles. If it's any of these you want, then the Ship's Service Division is the crew you want to see.

Fifty-eight strong, this bunch not only helps keep the morale of the crew at a peak, but makes it possible for the men of the IOWA to maintain the sharp appearance they have long since been noted for.

These services are taken for granted, which is a compliment to our efficiency, but it takes work and more work to keep the ice cream supplied, the clothes turned back on time spotless, a complete stock of necessities in ship's stores, and the other functions of SS Division.

Operating at top production, the soda fountain makes around 15,000 cups of ice cream a week, plus that for all the messes; each barber in the 8-chair shop trims close to 25 men each day; in the cobbler shop, approximately 50 pair of shoes are repaired each week, the laundry has two 12-hour shifts to keep the clean clothes turning out and back to the men; these are but a few of the vital functions offered the officers and men of the IOWA by the SS Division.

The division is proud to be able to serve a crew which has so many times proven itself "4.0", and will continue to do so to the best of its' ability.





Back Row: Dankenbring, R., Lee, J., Hutto, T., Jones, D., Mulvane, F. R., Johnson, H. L., Bragg, H. L., Drury, L., Santos, W. Middle Row: Chandler, J., Sevine, R., Hart, F., Rickert, C., Teal, J., Haldeman, L. D., Parker, E. H., Payne, F. H., Rice, R. B., Bernard, W. F., Brooks, A., Cathcart, L. D. Front Row: Martinez, M., Kintich, H. F., Sharney, S., Pacheco, J., Mest, D., Gatewood, D.

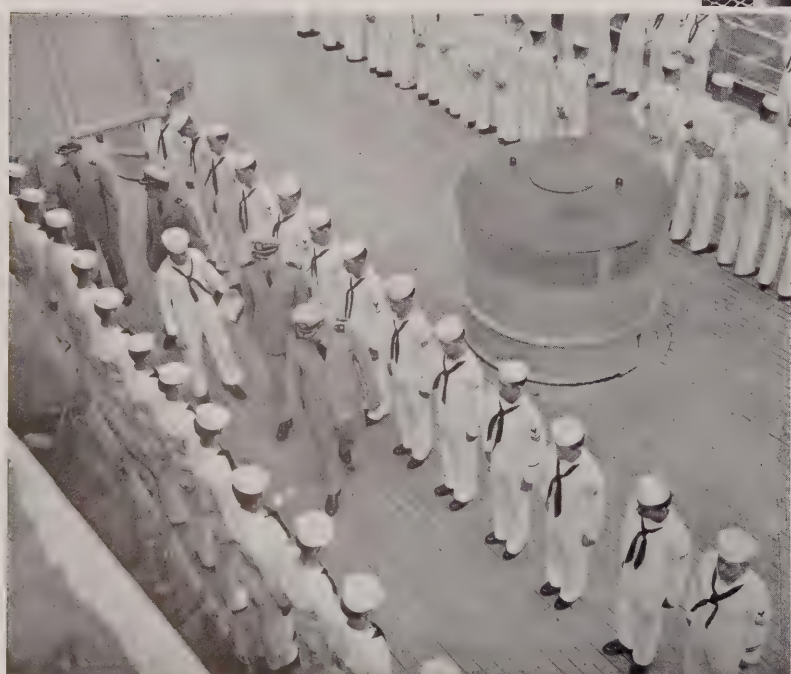




Back Row: Kail, B., Martin T., Johnson, J., Register, H., O'Neil, J., Young, W., Bowlds, R., Lovelace, B., Johnson, B., Miller, J. Middle Row: Cooper, J., Tardy, M., Amos, R., Beckner, P., King, R. W., Ferguson, G. Kile, G. E., Lynch, J., Chapman, B. R., Elliott, D., Fry, J. Front Row: Nijack, R. V., Hanna, R., Winn, L. H., Kline, E. T., Egger, J., Slaughter, D. W., St. Cyr, O., Stephans, D.



PACT A. J. Furnweger



W division

The Wardroom Warriors . . . that's us. We're the men who keep the officers fed, their rooms squared away, and the wardroom in the immaculate condition it always is.

With the ships and staff officers eating at various settings, we have more than the customary three meals a day to serve, but they're all served on time.

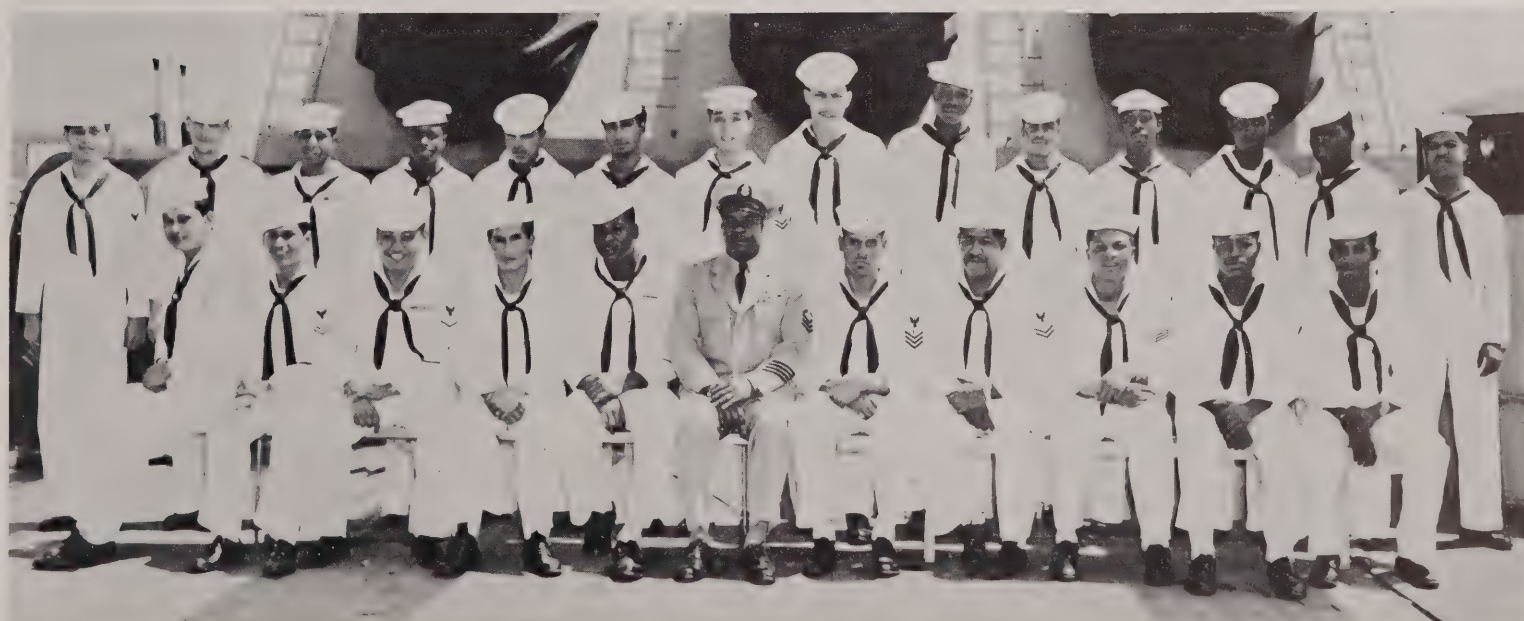
The same work, but on a much smaller scale, is carried on by the Captain's Pantry on the OI level. Here the Commanding Officer's meals are prepared for him by two stewardsmen and a chief.

The main wardroom galley on the second deck, is the scene of the preparation of all wardroom meals, and is one of the most intensely busy places on the ship at mealtimes. Preparing a well-balanced meal for over 200 officers is just as much of a task for us as performing the same feat for more than 2000 enlisted men is for the galley. But there's a satisfaction in seeing them all walk away with a pleased look that minimizes the gripes about the hard work.

It's just about time for the evening meal, so we'd better get those tables set now.



ENS. R. J. Gerstner



Back Row: Corbett, N., Hazard, A. J., Gordon, T., Robles, F. G., Orara, M., Lizama, R. L. G., Graham, E., Blackburn, L. J., Brown, M., Burrell, J. E., Cayetano, E. A., Clark, A. I., Diaz, J. F. M., Fennell, M. D. Front Row: Ford, W. J., Gudger, E. E., Hancock, G. E., McCoy, V., Mott, C. A., Espanol, A. J., Scott, B. L., Wells, O. A., Williams R., Johnson, S., Everett.



medical...



CDR. R. W. O'Neil



LTJG. F. H. Poteete, Jr.



LTJG. J. D. Davis

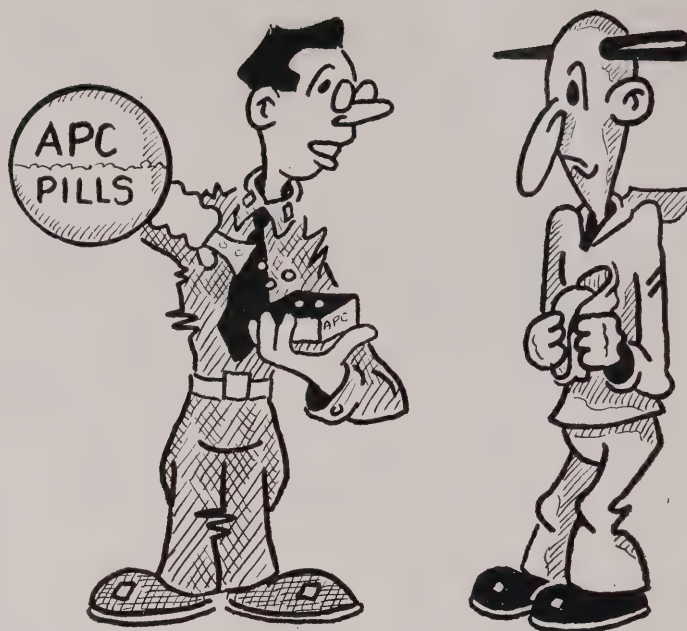
H division

The saying that "a ship is no better than its' crew" could be well improved upon by saying that "a ship is no better than a healthy crew." The basic responsibility of the Medical Department is the maintenance of the health of the crew either by preventative measures or by curative processes.

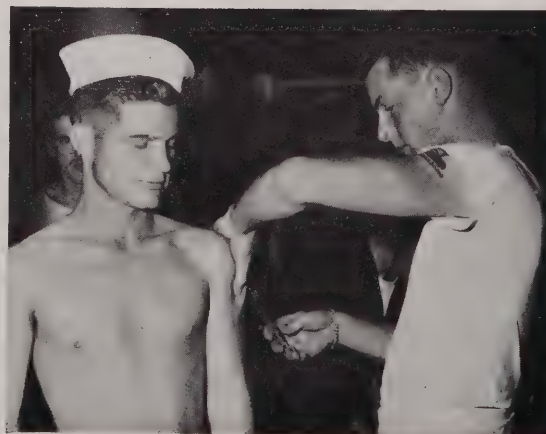
Given this task of keeping a healthy crew goes to the H Division, one of the ship's smallest divisions. An average of 2,100 men are treated monthly for everything from dandruff to ingrown toenails. Three sick calls are held daily to insure that everyone has a chance to have their ailments given consideration and attention.

During our period of recommissioning and our Korean tour of duty, the Medical Department has carried out an extensive instruction program which has given the crew much knowledge in the fundamentals of First Aid, Gas and Atomic Decontamination, Personal Hygiene, and V.D. Control. The entire ship's company can vouch for the fact that we have carried out an extensive inoculation program.

The Medical Department is as old as the Navy itself. Although its organization undergoes innumerable changes, its personnel have existed only to care for the sick and injured—"To keep as many men at as many guns as many days as possible." With the combined effort of the Medical and Hospital Corps, this goal has been obtained.



"How long have you been having these headaches?"





Back Row: Bandy, T. W., Moore, C. E., Gregory, J. W., Trout, W. F., McManus, J. H., Shelton, B. V., Madzelonka, E. H., Southwick, A. J., Dunn, G. G. Center Row: Hanson, C. C., Rafferty, D. W., Lynch, T. C., Collison, J. E., Ferguson, J. T., Heffron, L. E. Front Row: Mackey, W. H., Huntley, D. C., Smith, D. E., Edwards, T. L., Vinzant, R. P.



LT. S. P. Tipton



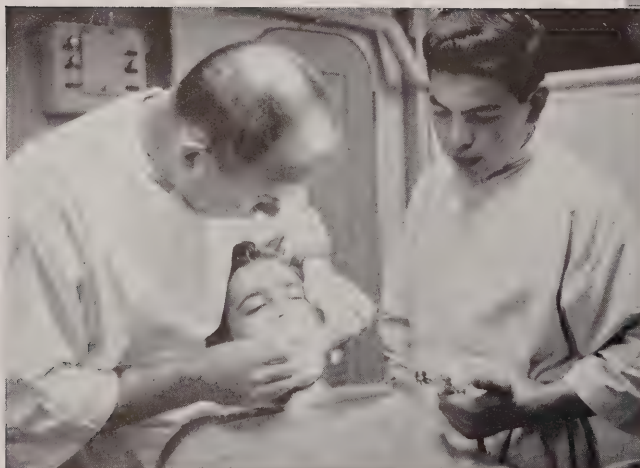
dental...



CDR. K. K. Bridge



LTJG. T. C. Enger



DH division

Upon the IOWA's recommissioning last August, the equipment in the Dental Office was found to be, as was the rest of the ship, in an excellent state of preservation. Then the doctors and dental technicians turned to, spending many hours cleaning the instruments and equipment, inventorying, ordering stores, and—of course—painting. We are fortunate in having the latest type of fluorescent lighting installed and now have one of that best fought dental departments afloat.

The Korean cruise gave us the opportunity to organize our department and work with one view in mind—affording maximum treatment to the maximum number of men. The ship's complement consists of over a thousand men in the critical dental-care age, 21 years and under, which kept us so busy that much of our work was in an emergency category. Then, too, several men from the Korean beach and ships with no dental officers on board were brought on board for emergency dental treatment. It was hard work, but we enjoyed doing it. And in the future, we shall continue to enjoy doing work for Iowans. Bring that toothache right on down!!





Left to Right: Keller, G. E, Kounse, R. F., Maocco, R. O., Keiner, D. I.



LT. W. G. Lehman



navigation...



LCDR. R. H. Miller



ENS. M. A. Arnheiter



N division

"QUARTERMASTER!!" (That's the Officer of the deck, sounding off again with his pet call—in port or at so fair weather or foul.) When on watch, the quartermaster is just about the busiest man on board the ship. Besides keeping his Quartermaster Notebook, which is the official log and history of the ship, he is also the official weather man, bell ringer, compass checker, mileable recorder, morning call book keeper, and in general the assistant to the OOD, helping him throughout the course of each watch. It amounts to a lot of work, but has advantages, too.

Think back . . . were you ever out on a double date, when you had something to say to your buddy, that you didn't want the gals to hear? If you were both quartermasters, the International Morse Code could save the day—or night. And what about the time at the beach, when you walked all the way to the hot dog stand and forgot if Imogene wanted pickles and no mustard, or relish and no onions? You could get the dope by semaphore without moving from the spot.

Well, back to work, and this time it's the Navigation Quartermaster. Driving the car in that downtown traffic back home was pretty nerve-racking, wasn't it? How about this guy, steering a 45,000 ton battleship through possibly mined enemy waters, or a congested harbor? Then, too, he has his charts of harbors, bouys, piers, and aids to navigation to keep up on.

Well, best we secure this routine—there goes taps. (Oh yeah, the bugler's a quartermaster, too!!)



"Mind your helm!"

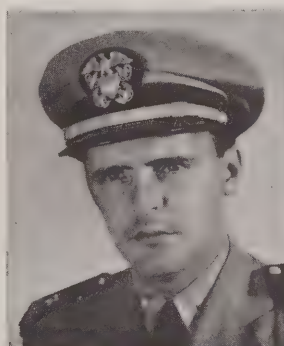




Back Row: Chilson, J. V., Peter, G. M., Thierichen, S. L., Piper, F. W., Salvador, F. R., Adkins, J. L., Peters, T., Byrum, D. M., George, J. W., Broadway, J. T., Barber, L. G., Farley, R. C., Branning, W., Tranckino, R. K., Boyce II, A. L., Nelson, G. O., Miller, G. B., Webster, J. L., Bliley, R. J. Front Row: Phillips, R. W., Deckelman, P. E., Hargrave, E. J., Crawford, R. C., Murray, D. E., Avery, C. H., Richard, E. P., McCall, W. F., Vinson, J. T., Lopez, S. C., Bailey, J. A., St. Marie, J. L., Atterbury, R. D.

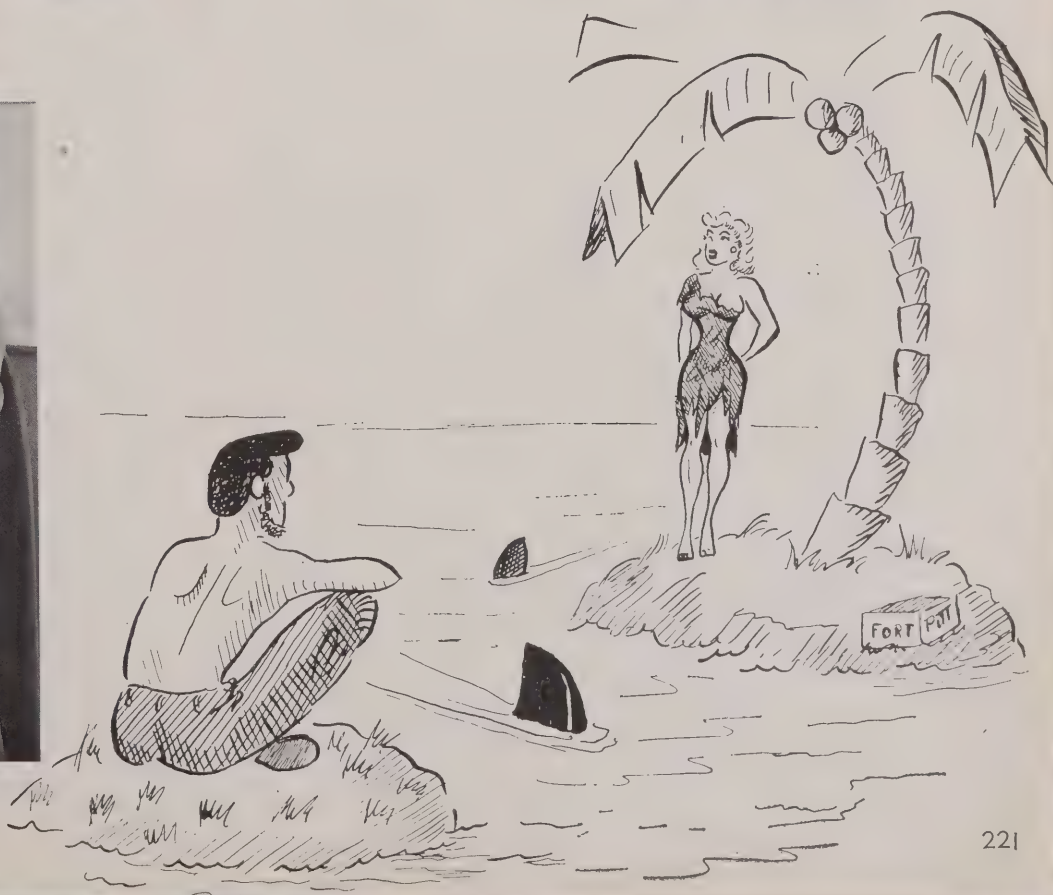
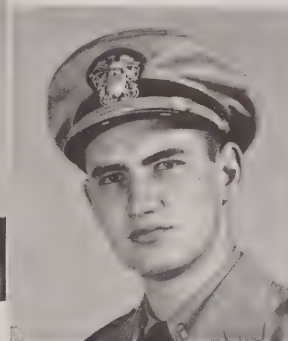


LTJG. H. O. Booth



ENS. J. J. McCarthy

ENS. R. L. Shuler



staff...



CAPT. R. N. Norgaad



CAPT. R. M. Pitts



CAPT. D. C. Goodman



CAPT. J. C. Titus

staff...



CAPT. R. B. Derickson



CDR. C. Fox



CDR. R. G. Bill



LCDR. J. L. Eubanks



Back Row: Lcdr. Steele, Capt. Derickson, Cdr. Sullivan, Lt. Martin, Cdr. Peckham, Cdr. Fox, Cdr. Bill, Lcdr. Smith, Lcdr. Eubanks, Lcdr. Bailey, Lt. Col. Dupras. Middle Row: Cdr. Van Leunen, Cdr. McIness, Cdr. O'Neil, Maj. Egan, Lcdr. Kuntze, Capt. Titus, Capt. Norgaard, Vadm. Briscoe, Capt. McClusky, Capt. Goodman, Lcdr. York, Lcdr. Prada, Lcdr. Cain, Lcdr. Smith. Front Row: Ltjg. Green, Lt. Behr, Lt. Smith, Lt. Unfoied, Ltjg. Stone, Ltjg. Norton, Ltjg. Robbins, Lt. Welsh, Ltjg. Baker, Lt. Mullahy, Lt. Sampson, Ltjg. Benchart, Ltjg. Schuh, Lt. Lehair, Ens. Jones.



Adm. Clark at press conference aboard Cruiser Bremerton at Keeling, Formosa, June 8, 1952, attended by '59 correspondents.

G division

Things were more or less peaceful on board the IOWA until two days after she arrived in Yokosuka, Japan . . . then the SEVENTH Fleet Flag moved on board. The next few days caused the metalsmiths, carpenters and other IOWA specialists headaches to no end trying to satisfy Staff Officers with their allotted office spaces.

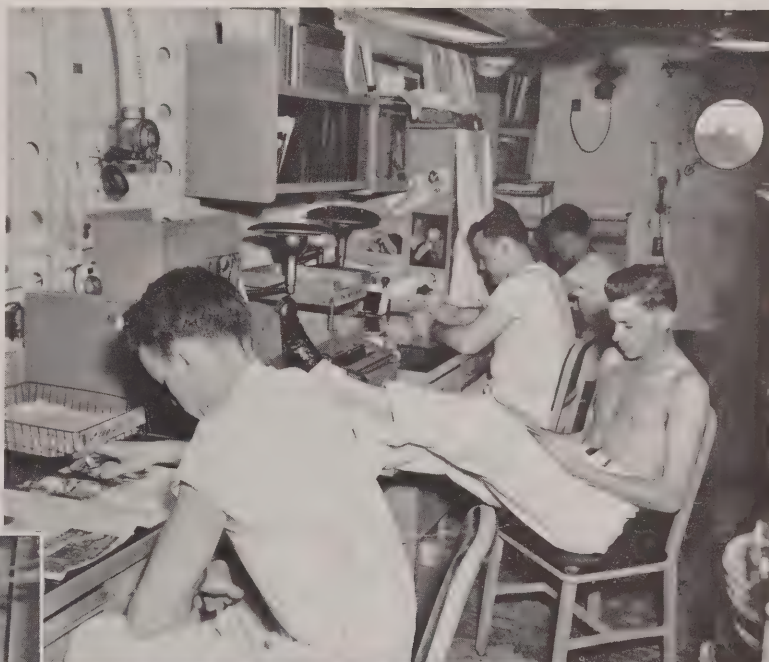
The Commander SEVENTH Fleet, Vice Admiral Robert P. Briscoe . . . his staff of more than 50 officers, seven Marines and approximately 200 enlisted men moved on board from the IOWA's sister-ship WISCONSIN, which breathed a sigh of relief and headed home. That was the 31st of March. Since that time the officers and men of the SEVENTH Fleet have developed increasing pride in their new floating office building and built up a legion of friends and buddies in the IOWA crew.

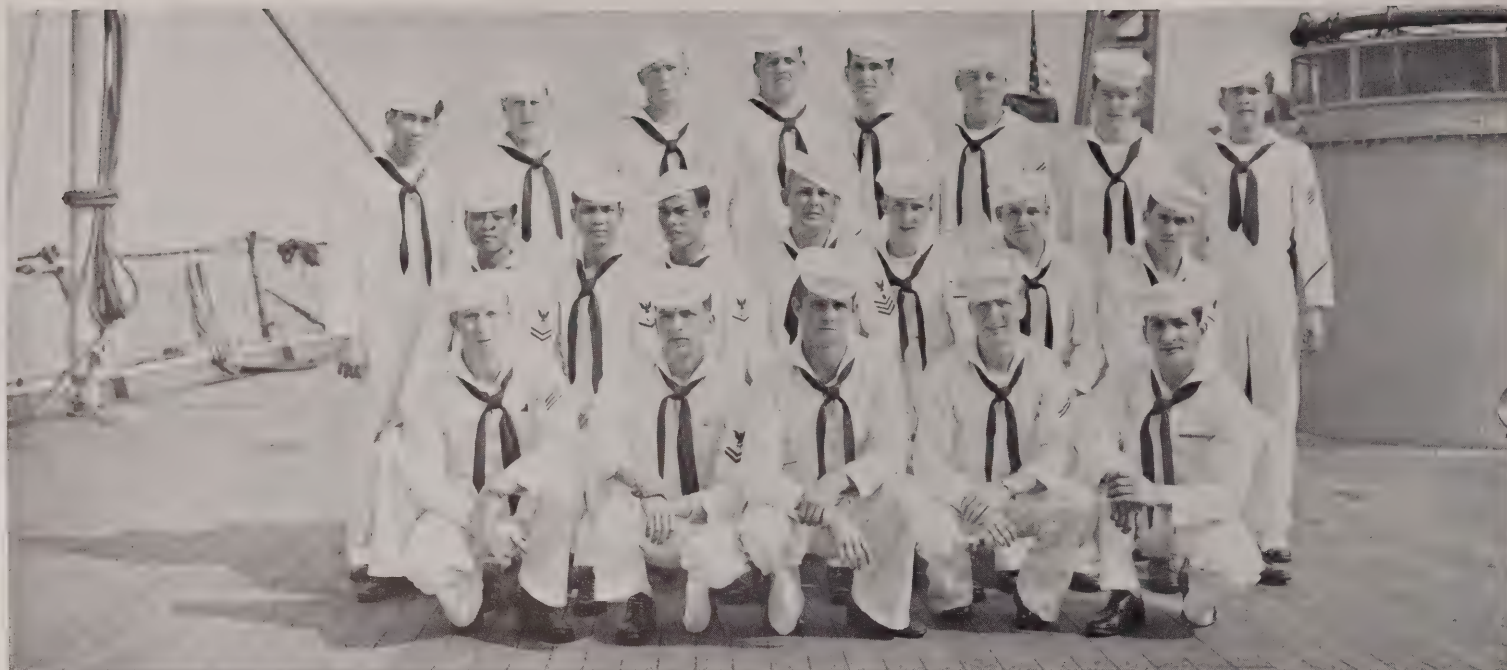
Because the majority of the IOWA crewmen were recently out of recruit training, the playful cries of "gangway . . . Flag" by SEVENTH Fleet enlisted men invariably caused some IOWA men to jump. However, it didn't take long until they caught on and started retaliating.

On the 20th of May the IOWA crew witnessed and was a part of an impressive ceremony in Yokosuka Harbor, when Vice Admiral J. Clark replaced Vice Admiral Robert P. Briscoe as Commander SEVENTH Fleet. The following day it was "back to Korea."

As the IOWA leaves to return to the United States the Flag moves on board another IOWA sister-ship . . . the MISSOURI. The SEVENTH Fleet will remain in the Far East, but next February the Admiral, his staff and the flag allowance will replace the men of the FIRST Fleet in San Diego, who will in turn take over the SEVENTH Fleet.

The Flag sees many ships . . . both good and bad . . . and it is with deep sincerity when we say THE IOWA WAS ONE OF THE BEST!





Top Row: Paranal, P., Holmes, N. F., Harris, B. G., Purdum, J. V., Stockstill, D. P., Ulch, H. R., Harrington, J. W., Maramba, B. Middle Row: Navarro, N., De Los Santos, P. A., Cruz, J. R., Clark, C. J., Stence, R. E., Hollowell, J. F., Kemper, W. E. Bottom Row: Van Orsdal, F. C., Core, K. L., Harrington, J. W., Broadus, B. P., Quichocho, J. S.



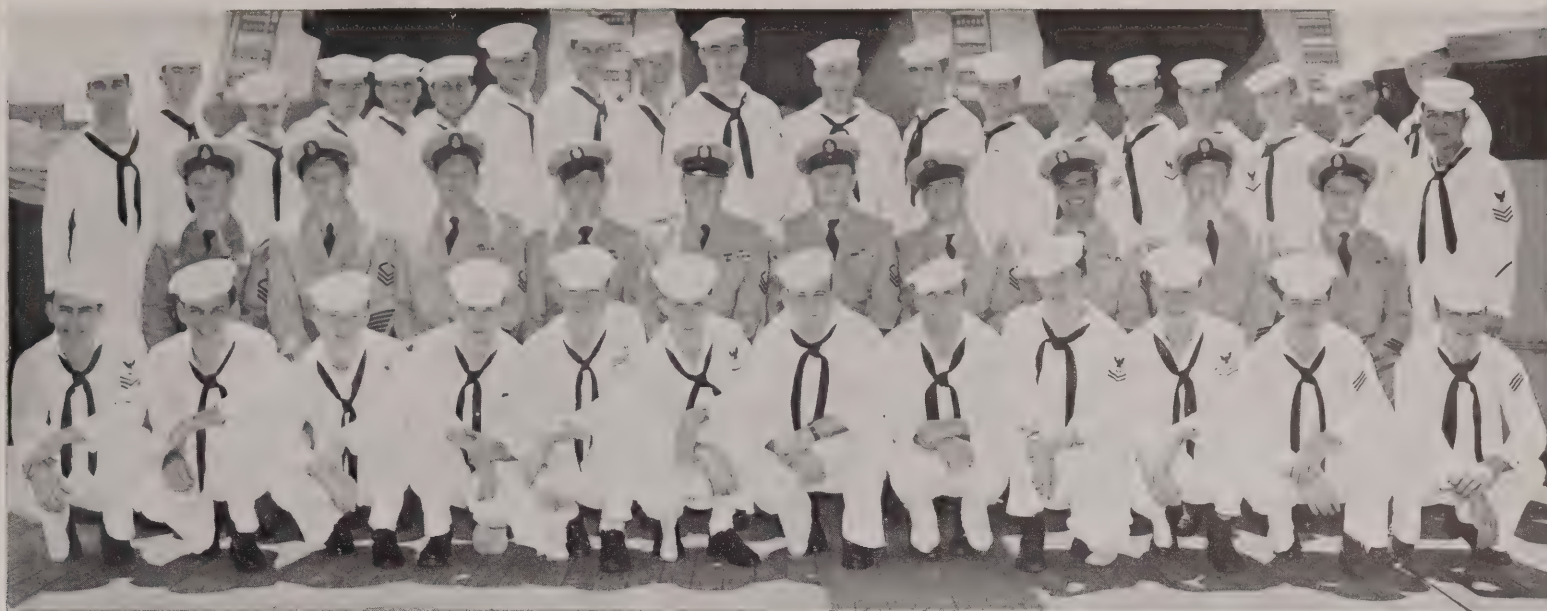
LTJG T. P. Ineson



LTJG J. W. Marcus



Top Row: Gurga, J. F., Jr., Stockstill, D. P., Warlick, G. H., Springer, H. A., Kline, D. B., Nance, W. R., Steffens, J. H., Jr., Finley, L. J., Givens, B. E., Prevatt, C. E., Waldrop, B. G., Lamb, G. B., Utterback, W. W., Huff, E. R. Bottom Row: Simpson, R. L., Vaughan, B. J., Perryman, C. E., Ross, D. F., Deal, C. M., Murphy, E. W., Jr., Reed, M. N., Finch, M. D., Corpus, I., Quinn, D. R., Westerberg, J. S., Smith, L. L., Holmes, N. F.



flag...

Top Row: Clark, R. G., Turner, R. R., Roe, A. E., Warlick, G. H., Moody, B. J., Fisher, A. L., Pittington, J. E., Draper, W. W., Prevatt, C. E., Murphy, E. W., Jr., Ulch, H. R., McAnear, R. H., Core, K. L., Waldrop, B. G., Kirk, H. J., Henderson, P. O., Van Orsdal, F. C., Holmes, N. F., Harris, B. G., Corpus, I. P. Middle Row: Chapman, M. E., Keillor, E. V., Hanggeli, W. H., Nelsen, R. A., Austin, H. M., Wargo, J. J., Watson, R. W., Lanius, P. R., Ballard, E. C., Wladyka, J. (n). Bottom Row: Ward, J. O., Voogd, G. E., Rheingans, P. R., Spees, L. B., Perryman, C. E., Stence, R. E., Hollowell, J. F., Smith, L. L., Simpson, R. L., Deal, C. M., Ross, D. F., Willey, H. A.



X1 division



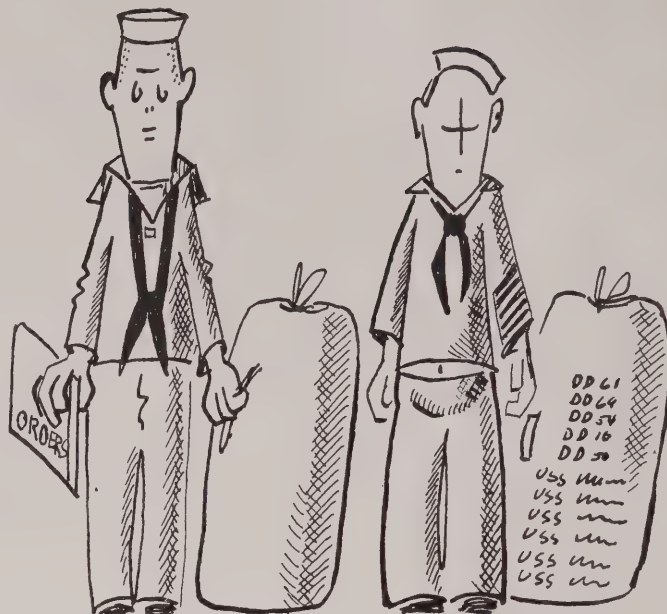
Rear Row: Walton, J. W., Loudermilk, H. L., Osterman, W. A., Parker, D. E., Wilson, W. L., LeBlanc, R. J., Wright, F. M., Hall, K. W., Ridge, J. E., LePori, M. D., Mabry, J. L., Umu, T., Goodwin, C. L., Huff, D. A., Domer, A. G., Robinson, L. E. Middle Row: Sear, R. S., Hoover, N. V., Roberts, R. P., Outer, G. J., Villa, R., Jacobs, J. L., Tillis, A., Hare, W. T., Vickory, J. D., Rusesll, J. O., Wood C. C. Paulson, D. D., Tracy, O. D., Russ, J. H. Front Row: Poston, C. V., Smith, L., Huckeba, J. J., Harbert, D. L., Vila, R. R., Gonzales, A., Stevenson, L. H., Wheeler, J. E., Romain, R. J., Moody, R. L., Warren, J. K., Weathers, P. R., Ross, N. E.

X-1 division

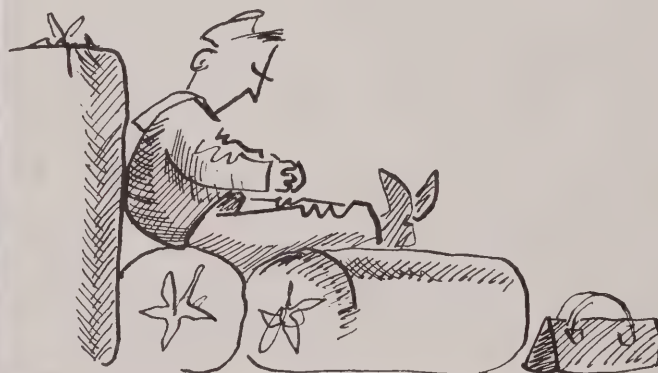
Trying to find out who is in the X-1 Division is like trying to count a bunch of chickens in a coop . . . they just won't be still long enough. This is the division into which all new men are put for orientation of the ship when they first report aboard, and the personnel are constantly changing. There have been approximately half a dozen X-1 Divisions since the IOWA was stripped from mothballs.

Life in this division is confusion at it's highest. All you do, and everywhere you go is all completely new to you. You're divided into groups, and run the gauntlet of departmental instructors, who tell you all the numerous details about his particular field on the ship. But by the time you're ready for assignment to a regular division, you've got a whole lot of information about whatever you're going to do on the IOWA.

Many new men were sent to the IOWA directly from recruit training at San Diego. It was, for many, their first regular duty station, first sea duty, and first time away from the United States.

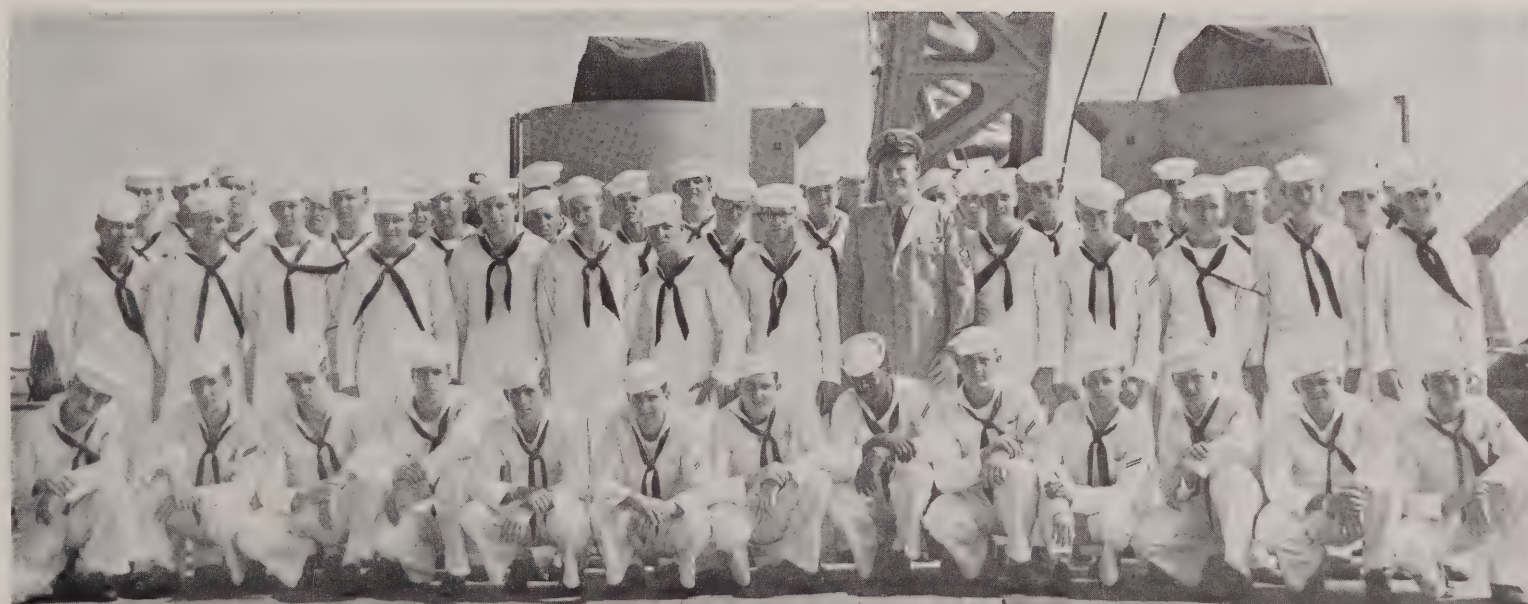
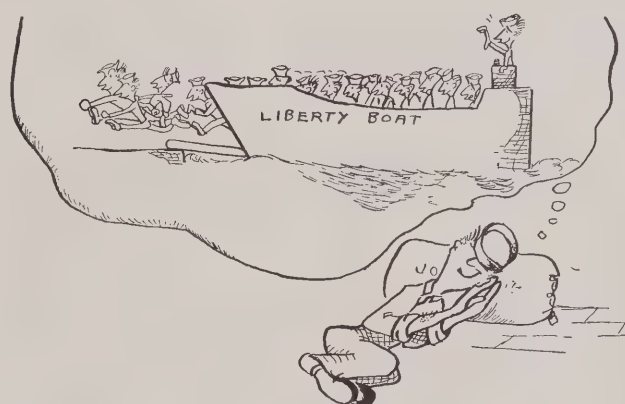


To all X-1 men in the past, to those who may be reading this now, and to those to come in the future, we of the IOWA say "Welcome Aboard."





Rear Row: Frazer, J. A., Frye, J. H., Anderson, W. B., Brown, J. D., Deaton, W. F., Evans, B. G., Emerson, A. H., Markham, J. C., Crawshaw, W. H., Mast, R. G., Rumgardt, T. J., Baker, C. O., Graves, E. J., Cockrum, B. C., Clark, C. S., Fulmer, B. L., Garza, I. R., Gant, W. H. Middle Row: Fernandez, R. C., Espitia, C., Fox, M. G., Allen, G. J., Allen, J. A., Bryan, F. E., Day, H. D., Fayard, R. L., Grant D. C., Moglewsky, W. A., Griffin, D. R., Coleman, J. A., Goins, A. D., Dailey, J. A., Banda, E. Front Row: Corkery, C. R., Brown, D. W., Donahue, C. E., Benavidez, O. P., Cashel, M. E., Duke, R. T., Brown, G., Greatorex, D. G., Easom, R. L., Carter, R. L., Carter, B. A., Lewis, O. L., Avirett, J. R.



Andrews, L. E., Backhaus, T. R., Bartoli, J. S., Berry, C. A., Bolin, R. L., Booth, H. E., Bowling, H. E., Campbell, D. B., Garden, J. F., Clark, R. J., Clark, C. G., Dry, W. A., Eddy, W. B., Friddle, W. B., Hamlet, L. E., Hill, H., Griffin, H. L., Hamilton E. L., Holzmeister, A., Holzmeister, E., Hughes, T. L., Hunnicutt, J. A., Jordan, J. T., Martin, B. M., Mathis, J. E., Miller, K. R., Murphy, R. D., Nielsen, J. W., Parada, A., Pilgrim, K. L., Poe, F. D., Ritchey, J. G., Rogerson, C. P., Troxler, J. T., Vossen, P. R., Wagers, J. W., Watts, H. T., Watts, W. T., Weber, M. R., Weston, J. M., Wilson, R. B., York, B. W.

Q division

The "Q" Division is the most original division on board the mighty Iowa.

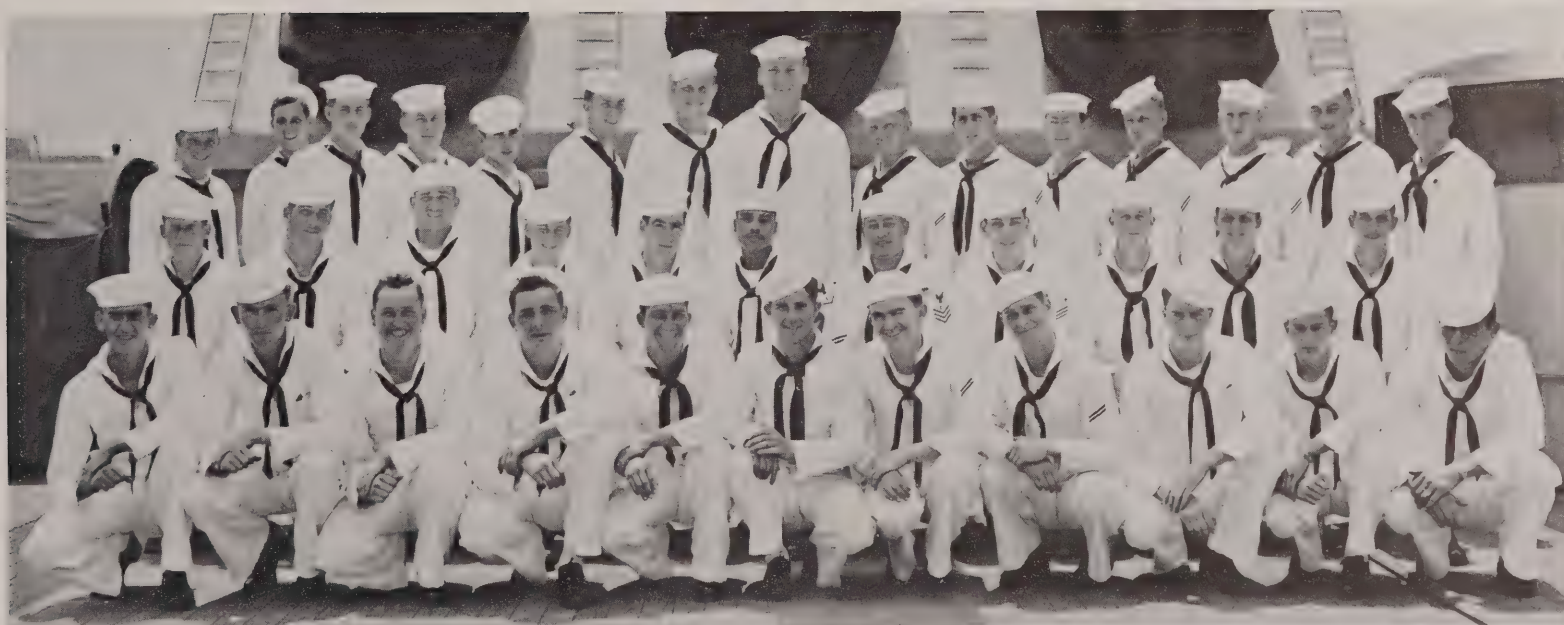
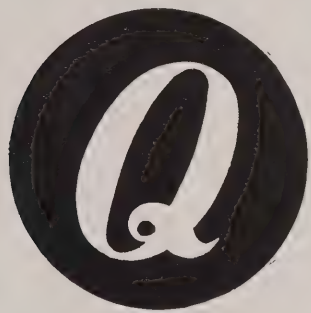
The reason for this is self explanatory, for we are the "stragglers" of this vessel. When the word was passed for us to be in a certain place at a certain time, we were either seven decks below on a working party, or else in our racks dreaming of pretty bundles of charm from home.

So with all apologies for not making our own divisional pictures, we now present ourselves in a secluded, separate division from the rest—the mighty "Q" division.





Back Row: Shaver, D. R., Nelson, D. E., Wilson, H. R., Schraeder, R. B., Fisher, J., Teems, C., Sherrell, L. E., Shaw, D. M., Goedde, J. W., Marshall, R. D., Lillard, J. R., Dudley, D. B., Duff, W. R. Front Row: Olvera, R., Hodge, T. R., Kurtz, R. D., Hoffman, C. F., Minton, L. M., Barton, J. W., Fox, R. J., Westpoint, J. B., Jr., Etie, T. L., Garcia, E. J., Haag, W. J., Adams H. G.



Back Row: Redenour, Linton, Gilreath, Saling, Costen, Rowell, Hume, Friesenbahn, Kochler, Bucy, Ross, Gordon, Brochman, Loewe, Ferris. Center Row: Hansen, Hall, Davis, Harbaugh, Saenz, McNeil, Sano, Sepolio, Canad, Reynolds, Royster. Front Row: Dwiggins, Wyatt, Vires, Chessher, Roberson, McSwain, Martin, Farmer, Tayler, Rose, Mick.

STAFF DEPARTMENTS

operations

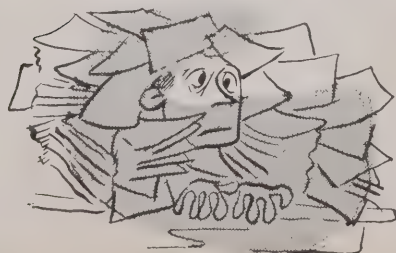


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administration



Left to Right: CDR C. Fox, CDR E. T. Sullivan, LCDR R. E. Steele, III, LTJG T. P. Ineson.



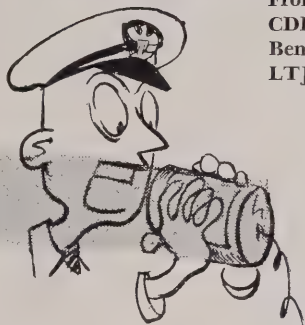
logistics



Left to Right: CAPT R. B. Derickson, CDR. C. W. Peckham.



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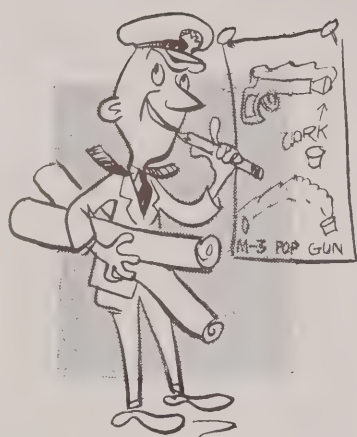


communications



Front Row, left to right: LTJG A. M. Dorfner, LTJG S. A. Brooks, LTJG C. R. Norton, LTJG D. D. Stone, Jr., LTJG K. S. Moulton, LTJG J. S. Doyle. Rear Row, left to right: ENS J. F. George, LTJG J. W. Marcus, LTJG T. M. Green III, LTJG A. V. Gelnaw, LTJG F. A. McQuade, LTJG P. B. Vincent, ENS G. T. Jones.

plans

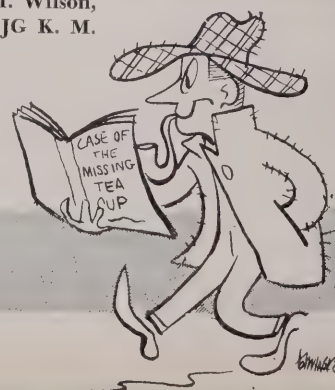


Left to Right: CDR P. Van Leunan, LTCOL E. P. Dupras, Jr., CAPT D. C. Goodman, LTCOL T. I. Martin, LCDR G. W. Prada.

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Left to Right: LTJG H. D. Moore, LT T. S. Welch, LT T. G. Ware, Jr., MAJ H. M. Wilson, LCDR W. T. Bailey, LCDR C. W. York, MAJ P. H. G. Egan, LT B. W. Decker, LTJG K. M. Robbins (Absent, LCDR J. L. Eubanks).



... vips



Rear Admiral Pugh (Surgeon General of the Navy and Commander O'Neil.)



... the last full measure of devotion



Sketches

by ~~BRINKER~~



a tour of the iowa

Imagine yourself sitting high in the stands over the fifty yard line of a football arena. Knock out the end stands and put another football field at each end. Then place the IOWA in the center of these three gridirons. She extends from the start of the first field to the end of the third, with a bare two yards to spare bow and stern! Her sides rise a sheer fifty-three feet to the main deck, and above them her upper works tower to the height of a twenty story skyscraper.

She's big!

Anyway you look, at her, she's big. Her electrical plant provides enough power for a city of 200,000 people. She carries two and a half million gallons of fuel, enough to float a liberty ship—or sufficient to keep the destroyers in her task force refueled for extended sea operations. Her ammunition exceeds the weight of a loaded destroyer. Each massive rudder weighs fifty-seven tons. Eighty tons of propellers, each nearly twenty feet across, push with 212,000 horsepower when she's rolling at thirty-one knots.

(continued)

(... a tour of the iowa)

She's a floating city. Her telephone system boasts 1,100 phones. She has over 5,000 lighting fixtures. Her forty-two miles of piping are controlled by 14,000 valves, some weighing nearly half a ton. Her huge distilling plant makes 100,000 gallons of fresh water from the sea every day. Her salt water pumps can disgorge 125,000 gallons a minute—the weight of a liberty ship every twenty minutes! She displaces enough water to cover a forty-six acre field to a depth of a foot. If you placed a destroyer on her main deck, she'd sink a mere sixteen inches deeper in the water, negligible compared to her 37 foot draft.

She's a huge hotel. Her 2,500 men are served seven tons of food a day (and the garbage watch swears they don't eat a bite of it!). She carries 100 tons of fresh fruit and vegetables, 84 tons of frozen meat, and 650 tons of dry foodstuffs. Her soda fountain sells 9,000 gallons of ice cream a month. Her eight chair barber shop turns out 7,400 haircuts a month, and her cobbler shop rejuvenates 750 pairs of shoes monthly. Seven separate movies are shown nightly, in different parts of the ship. She has a 65 man hospital with two well-equipped operating rooms, and her dental laboratory keeps three dentists busy with the molar mending.

But most important, she's a brute for fighting. Her nine 16 inch guns can hurl 50,000 pounds a minute of high explosive shells a distance of 23 miles. She carries twenty rapid-fire 5 inch anti-aircraft guns, and a large number of 40mm heavy machine guns that spell sudden death to low-flying airplanes. Her heavy armor and extensive underwater protection can absorb terrific punishment without retiring from the fight. And she and her sister warships are the fastest battleships in the world.

Staff



Sergeant Garcia lays down the law to the Cruise Book divisional representatives.

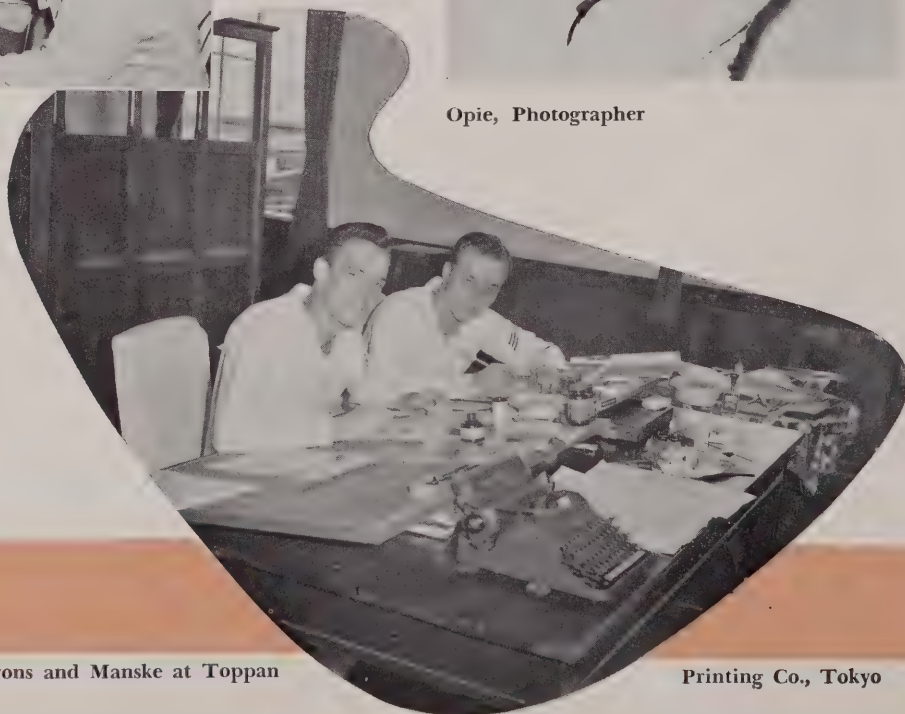


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Opie, Photographer



Lyons and Manske at Toppan

Printing Co., Tokyo

till we meet again



... PHOTO BY KRUEGER

We don't say goodbye in the Navy.

There's always a tomorrow, and there are always other ports. On some tomorrow, in some future port, we may meet again. When we do, perhaps we will recall the cruise we took together in the IOWA—warm with its associations, bright with its friendships, sad with its memories of good times forever gone. And if this book keeps alive for us a few of the recollections we treasure, perhaps we may recapture something of the IOWA spirit that moved us then. Perhaps we may come to think of ourselves, no matter in what future ships we serve, as 'the old IOWA gang.' Let's hope we do.

So let's don't say goodbye, because it sounds too much like forever, and forever, is too long for old shipmates to be apart. Let's just say "So long, until we meet again."

roster

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ADAMS, Donald L. SN
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JAMES, Homer (n)TN
JANNINK, Herbert (n)SA
JEFFERY, Neal W.FCS3
JENNINGS, "J" "A"EN
JOHNSON, Chester OpelFN
JONES, Charles W.SA
JONES, Harold L.YN2(T)
JONES, James R.SA
JOYNER, James H.EM3
KEELER, Donald E.SN
KENDRICK, Harry M.DK3
KIRSEBOM, Frank B.MML2
KUCHERA, John (n)SN
LA DIEU, Richard I.SK3
LANGELLIER, Leo E. JrRMSN
LEAR, Earl F., Jr.SA
LOFTIN, Wayne M.TE2(T)
LUCAS, Steven J.EMPC
LUCKEY, Paul I., JrFN
MAGARE, Tomy E.SA
MANES, Eldon H.DC3
MANLEY, John (n)GM2(T)
MARK, Robert B.SK2
MARTIN, Carl VernonSH2
MARTIN, Herbert (n)EMSN
MARTIN, Richard G.SN
MARTINO, Vincent J., JrBM3
MARTZOLFF, Edgar R.ME3
MC CLEARN, Carl M., JrET1(T)
MC DONALD, Richard J.MM3
MC DOWALL, Malcolm R.ETSN
MC GHEE, Joseph D.FTC
MC GHEE, Melton W.DK3
MC JUNKIN, JosephRMN1
MC MAHON, Shirley A., JrMM2(T)
MC NINCH, Hazen L.PN3
MEEHAN, Harold J.BM1(T)
MEYERS, Robert V., Jr.MML2(T)
MILLER, Allan E.CSSN
MILLIGAN, George W.SK3
MOELLER, Jerry B.YNSN
MOLLE, Robert E.RM2(T)
MOUNT, Merrel J.SK3
NEWELL, Robert M.FN
NEWKIRK, Eugene (n)QMS1
NICHOLS, Leo R.SN
NOSTRAND, William P.BM2(T)
O'HALLORAN, Francis X.HM2
PALEWICZ, Roger FrancisEMFN
PALMER, Luther E.TN

PENLAND, Robert H.IMW3
PENNINGTON, Claude E.FA
PHELPS, Donald D.SA
POWELL, James T.MML3
QUATE, Jack O.BTG1
RABCHENUK, Joseph (n)LI1(T)
REESE, Charles E.BM2
REEVES, James (n) JrSN
RINO, Joseph C.FCS3
ROMINE, John W.SA
ROSS, Eugene L.SN
RYAN, Arthur E.FN
RYAN, Frank LeroyBMG1
SALVATO, Tommy L.BT3
SAYRE, Gerald L.SN
SCARNEO, Carl E.EMP2(T)
SCHATZ, Eugene R.FN
SCHIEBOUT, Conn (n)HM3
SCHOLL, Eugene L.FN
SHAFER, Jesse F.MML3
SHIDELER, John B.EMPCA
SHOATS, Joseph D.RMN2
SIMPSON, Glenon A.SN
SISK, Harold A.FN
SMITH, Albert F.SA
SMITH, Clarence E.RM2(T)
SMITH, William G.FCS3
SNEYD, Henry J.BM1
STADLER, Harold I.FCS1
STADLER, Herbert F.FN
STAHL, Lawrence J. L.RM3
STANLEY, C. K.RM3
STEARNS, Clifton R.RD2(T)
STEINBACH, Rodney E.BT3
STEPHENSON, Marshall R.FN
STEVENSON, Norman P.CS2(T)
STUTZ, Lamar T. JrGM3
TALBOTT, Jack R.RD3
TANIKAWA, Jim (n)RD1(T)
TAPIA, Tony Y.SN
THEISS, Vernon E.EM2(T)
TODD, Bennie L.SH1(T)
TOTH, Andrew L.PHG3
TUCKER, William T.PN1(T)
TUCZYNSKI, Harry F. JrMM2(T)
VOLLBRECHT, Jacob R.MU1(T)
VOYLES, Gene H.TE3
WALKER, Clarence H.MML3
WALKER, Leon (n)SD1
WEATHERSBEE, Garland E.BM1(T)
WEEKS, David P.BM3
WELLING, Lewis A.DC3
WIESEL, Norman (n)EMP3
WILLIAMS, David R.SA
WILLIAMS, Donald E.SKG1
WISLER, Walter A.ICC
WOODHAMS, Gray (n)CS2(T)
YARNALL, James KeithEN3
ZOLA, John J.TE3



